



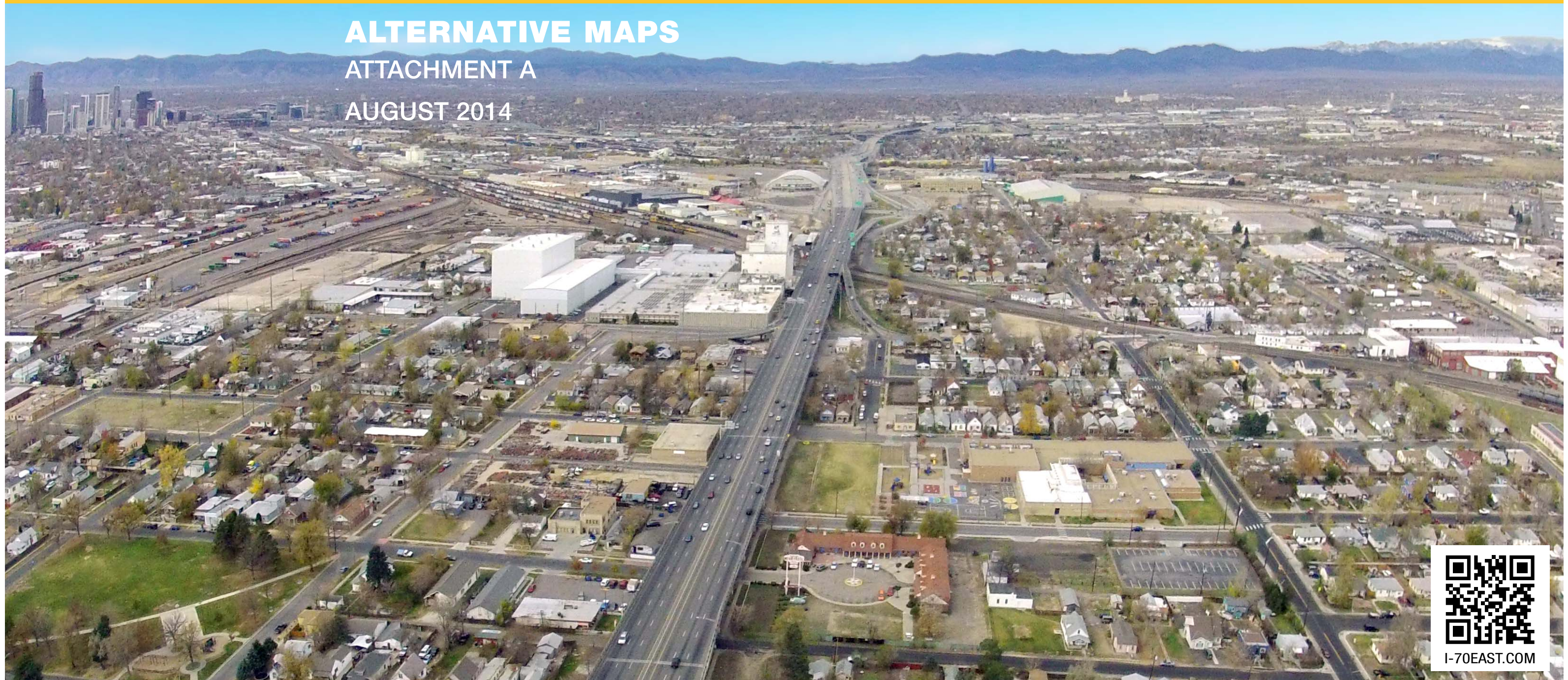
## I-70 EAST

SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT AND SECTION 4(F) EVALUATION

### ALTERNATIVE MAPS

ATTACHMENT A

AUGUST 2014



I-70EAST.COM



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ALTERNATIVE MAPS  
ATTACHMENT A

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# No-Action Alternatives

Because of the deteriorating condition of the existing I-70 viaduct between Brighton Boulevard and Colorado Boulevard, the No-Action Alternative includes replacement of the viaduct. A North or South Expansion Option is required for this alternative to allow the highway to remain operational during construction of the new viaduct.

No-Action Alternative, North Option .....page 5

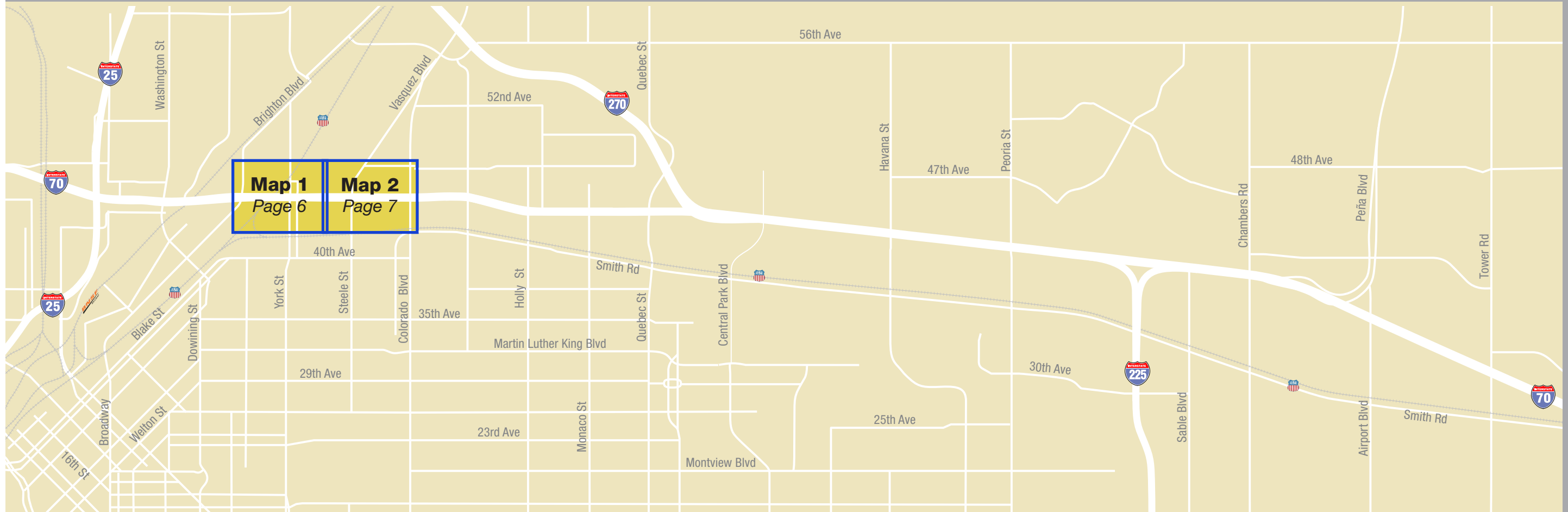
No-Action Alternative, South Option .....page 9

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No-Action Alternative

## No-Action Alternative • North Option



### No-Action Alternative, North Option

- Replaces the viaduct between Brighton Boulevard and Colorado Boulevard
- Does not add through-lanes to the existing I-70 highway (does not add capacity)
- Expands the highway to the north for adequate lane and shoulder widths
- Includes all the planned and programmed roadway and transit improvements in the project area





Legend

Proposed highway and ramps

Proposed street configuration

Proposed sidewalk and median

Existing pavementGeneral-purpose lanesConstruction limits

This exhibit is for informational purposes only and it may contain preliminary conclusions that may not necessarily be reflected in the final decision






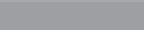



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Legend

- |   |  |   |   |
|---|--|---|---|
|  Proposed highway and ramps    |  Proposed sidewalk and median |  General-purpose lanes |  Construction limits |
|  Proposed street configuration |  Existing pavement            |   |  Parcel boundaries   |

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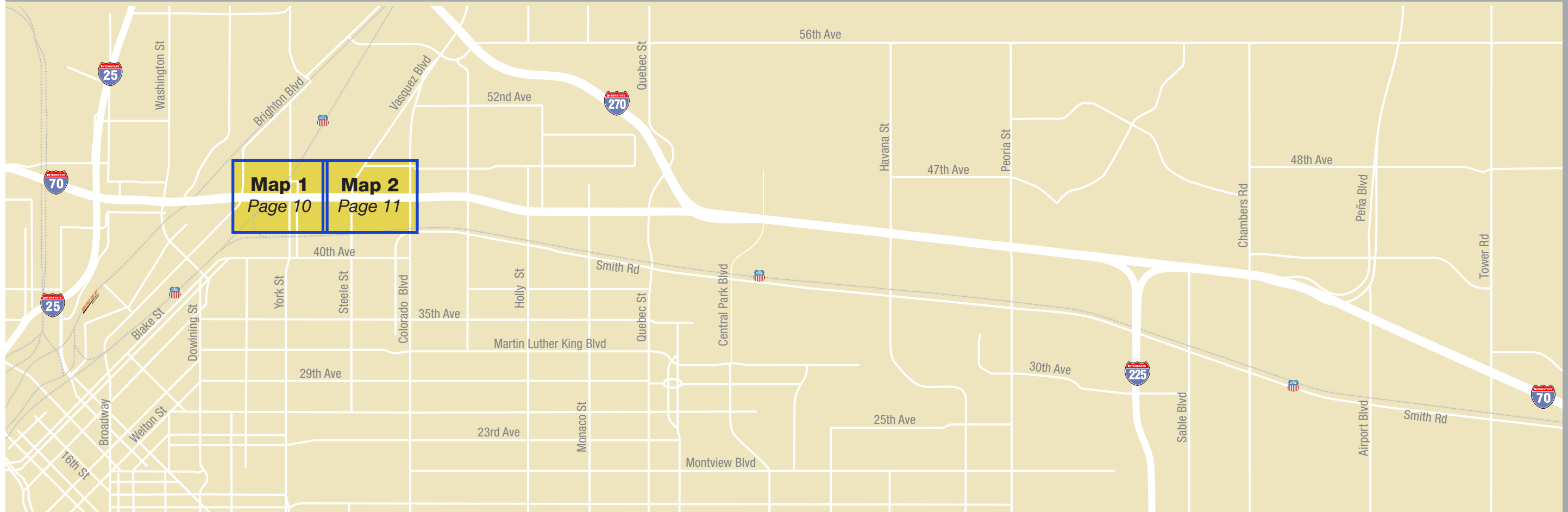


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No-Action Alternative

## No-Action Alternative • South Option



### No-Action Alternative, South Option

- Replaces the viaduct between Brighton Boulevard and Colorado Boulevard
- Does not add through-lanes to the existing I-70 highway (does not add capacity)
- Expands the highway to the south for adequate lane and shoulder widths
- Includes all the planned and programmed roadway and transit improvements in the project area





Legend

	Proposed highway and ramps		Proposed sidewalk and median		General-purpose lanes		Construction limits
	Proposed street configuration		Existing pavement		Drainage		Parcel boundaries

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

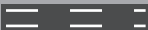


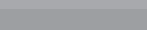



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Legend

- |   |  |   |   |
|---|--|---|---|
|  Proposed highway and ramps    |  Proposed sidewalk and median |  General-purpose lanes |  Construction limits |
|  Proposed street configuration |  Existing pavement            |   |  Parcel boundaries   |

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# Build Alternatives

**I-25 to Brighton Boulevard**.....page 15

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    Managed Lanes Option .....page 21

**Brighton Boulevard to Colorado Boulevard** .....page 25

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    Revised Viaduct Alternative, North Option, Managed Lanes Option .....page 33

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**Colorado Boulevard to Tower Road** .....page 75

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## Build Alternatives

# I-25 to Brighton Boulevard

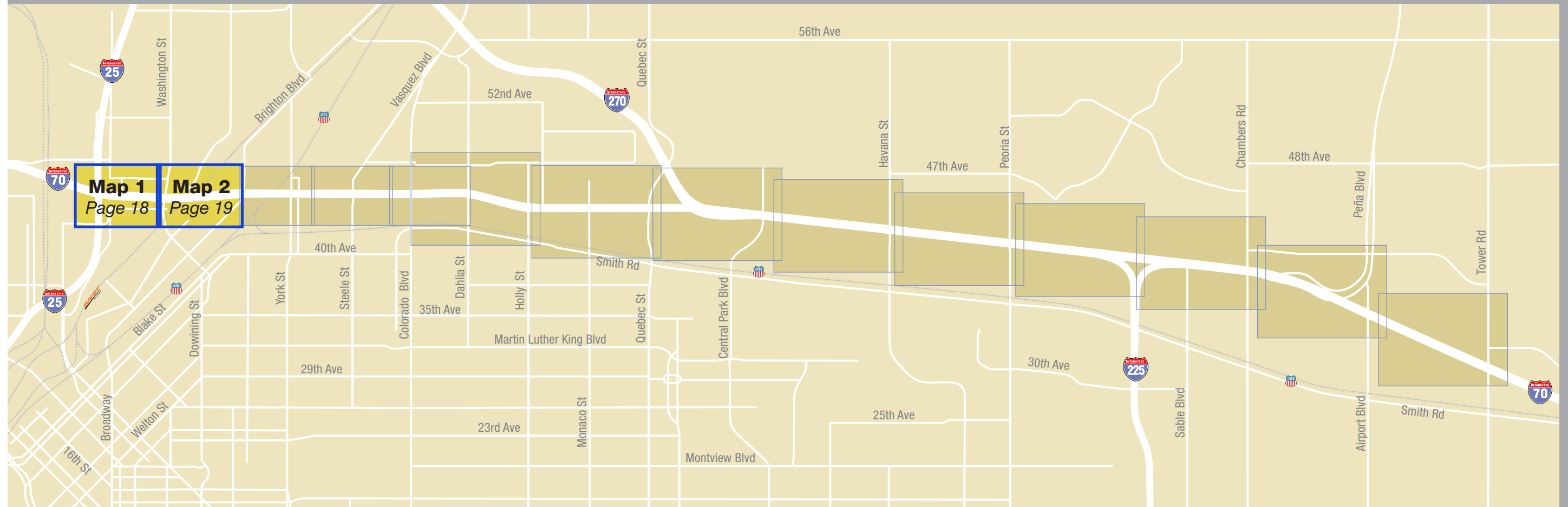
I-70 was reconstructed and widened from I-25 to Brighton Boulevard in the recent past, so no reconstruction of this section is required. The work within this section is restriping only to transition the existing roadway to improved conditions.



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## General-Purpose Lanes Option



### General-Purpose Lanes Option

- Adds through-lanes to the existing I-70 highway by restriping
- No reconstruction or widening of the existing highway is planned





Legend

Proposed highway and ramps

Proposed sidewalk and median

General-purpose lanes

Construction limits

Proposed street configuration

Existing pavement

Parcel boundaries

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




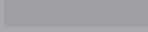



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Legend

- |   |  |   |   |
|---|--|---|---|
|  Proposed highway and ramps    |  Proposed sidewalk and median |  General-purpose lanes |  Construction limits |
|  Proposed street configuration |  Existing pavement            |   |  Parcel boundaries   |

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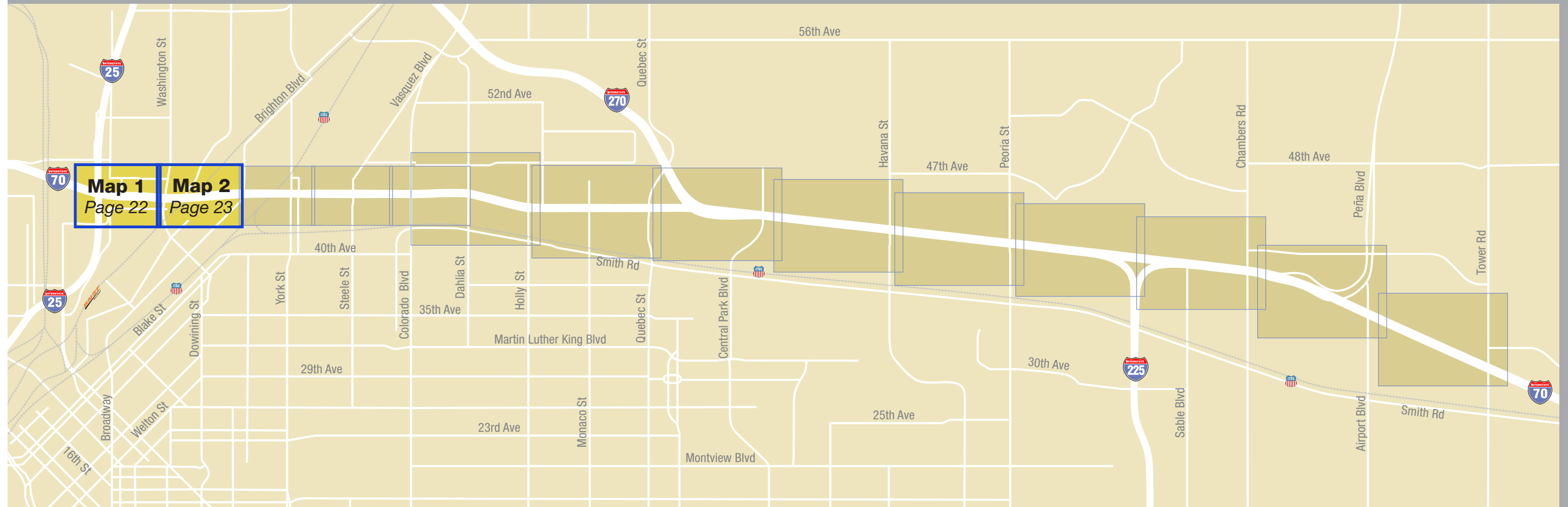




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## Managed Lanes Option



### Managed Lanes Option

- By restriping, adds managed through-lanes to eastbound I-70 highway
- By restriping, ends managed through-lanes on westbound I-70 highway prior to I-25
- Employs an operational strategy to manage the traffic for the added capacity in the corridor
- No reconstruction or widening of the existing highway is planned





Legend

Proposed highway and ramps

Proposed street configuration

Proposed sidewalk and median

Existing Pavement

General-purpose lanes

Managed lanes

Striped buffer

Construction limits

Parcel boundaries

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Legend

 Proposed highway and ramps	 Proposed sidewalk and median	 General-purpose lanes	 Striped buffer	 Construction limits
 Proposed street configuration	 Existing Pavement	 Managed lanes		 Parcel boundaries

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## Build Alternatives

# Brighton Boulevard to Colorado Boulevard

Expansion to the north or south is required due to the highway widening and to allow the existing viaduct to remain operational during construction.

The existing York Street interchange is removed with all of the Build Alternatives.

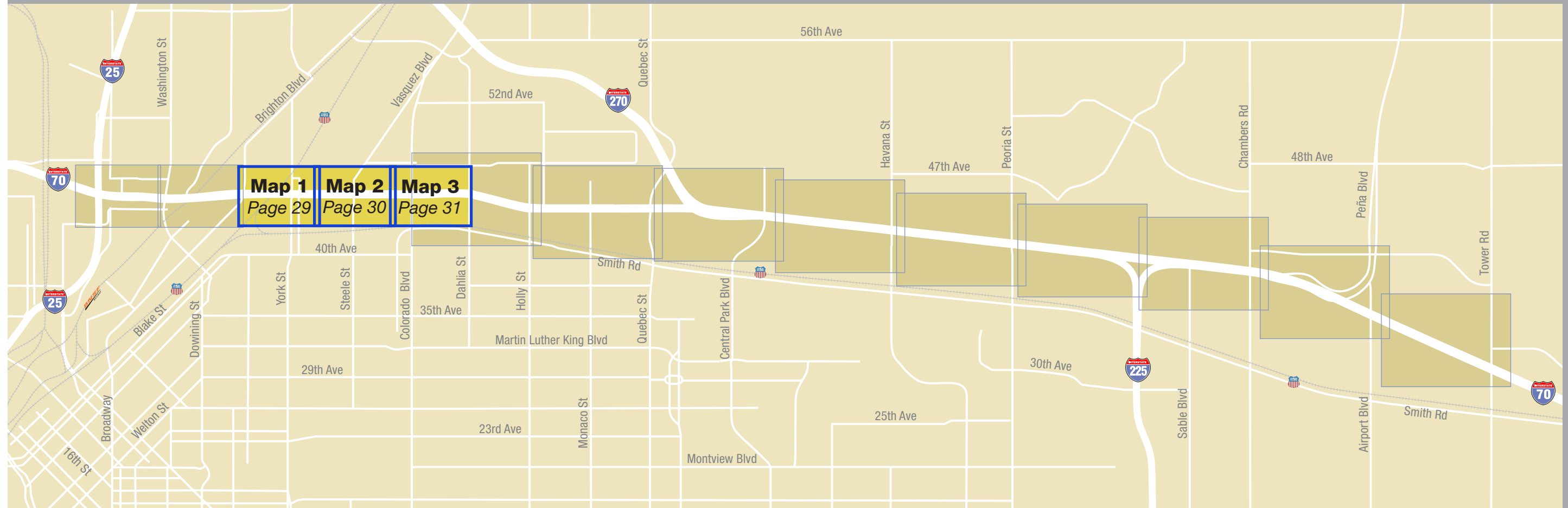


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Build Alternatives • Brighton Boulevard to Colorado Boulevard

## Revised Viaduct Alternative • North Option • General-Purpose Lanes Option



### Revised Viaduct Alternative, North Option, General-Purpose Lanes Option

- Adds two through-lanes to the existing I-70 highway in each direction
- Replaces the viaduct between Brighton Boulevard and Colorado Boulevard
- Expands the highway to the north between Brighton Boulevard and Colorado Boulevard
- Reconstructs 46th Avenue under the south side of the viaduct
- Reconstructs the existing Colorado Boulevard and Steele Street/Vasquez Boulevard interchanges as a single split diamond interchange






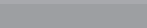




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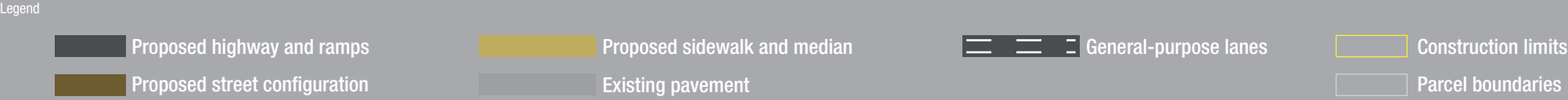
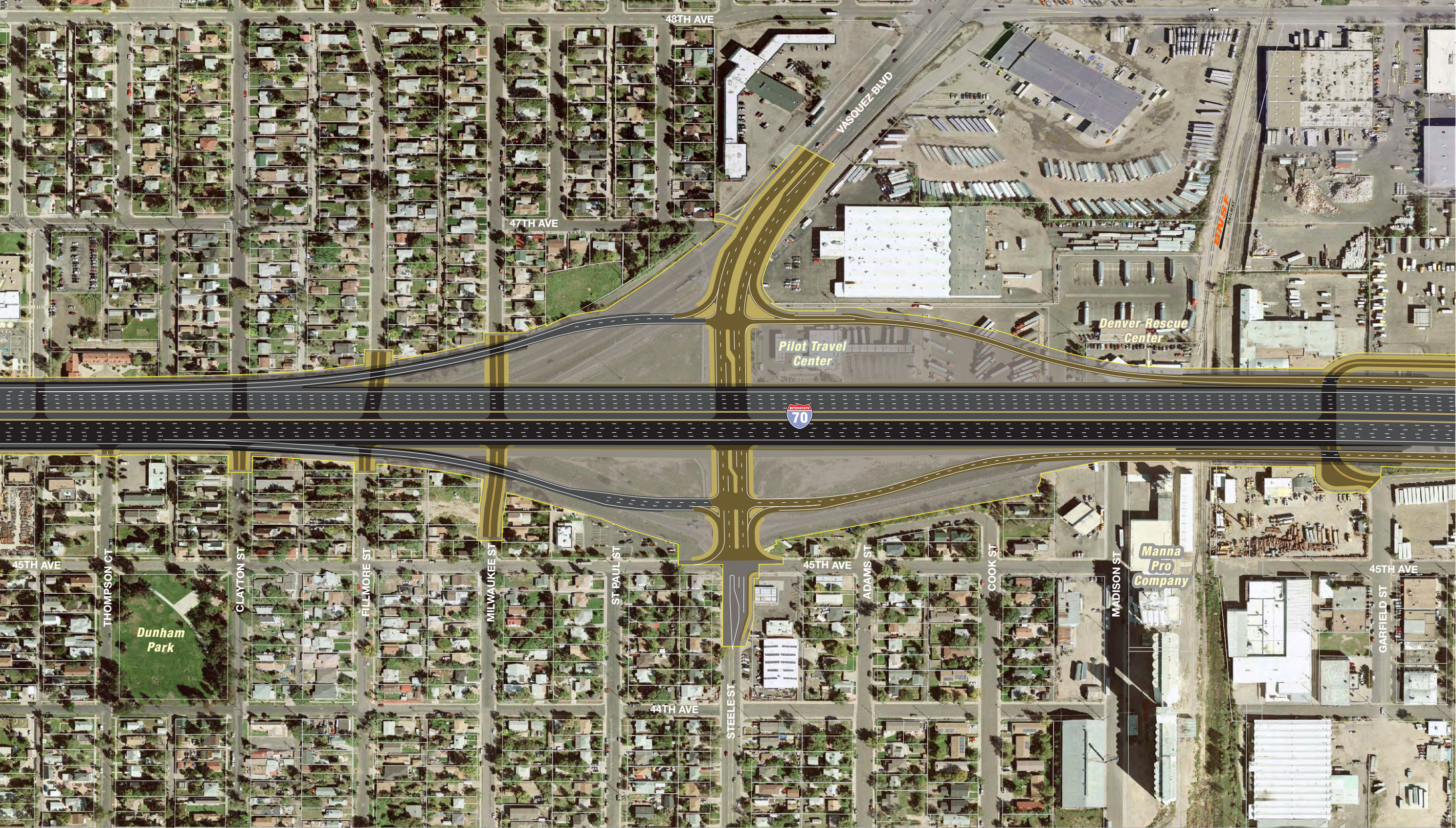
Legend

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|---|--|---|---|
|  Proposed highway and ramps    |  Proposed sidewalk and median |  General-purpose lanes |  Construction limits |
|  Proposed street configuration |  Existing pavement            |  Drainage              |  Parcel boundaries   |

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




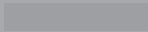

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Legend

- |   |  |   |   |
|---|--|---|---|
|  Proposed highway and ramps    |  Proposed sidewalk and median |  General-purpose lanes |  Construction limits |
|  Proposed street configuration |  Existing pavement            |   |  Parcel boundaries   |

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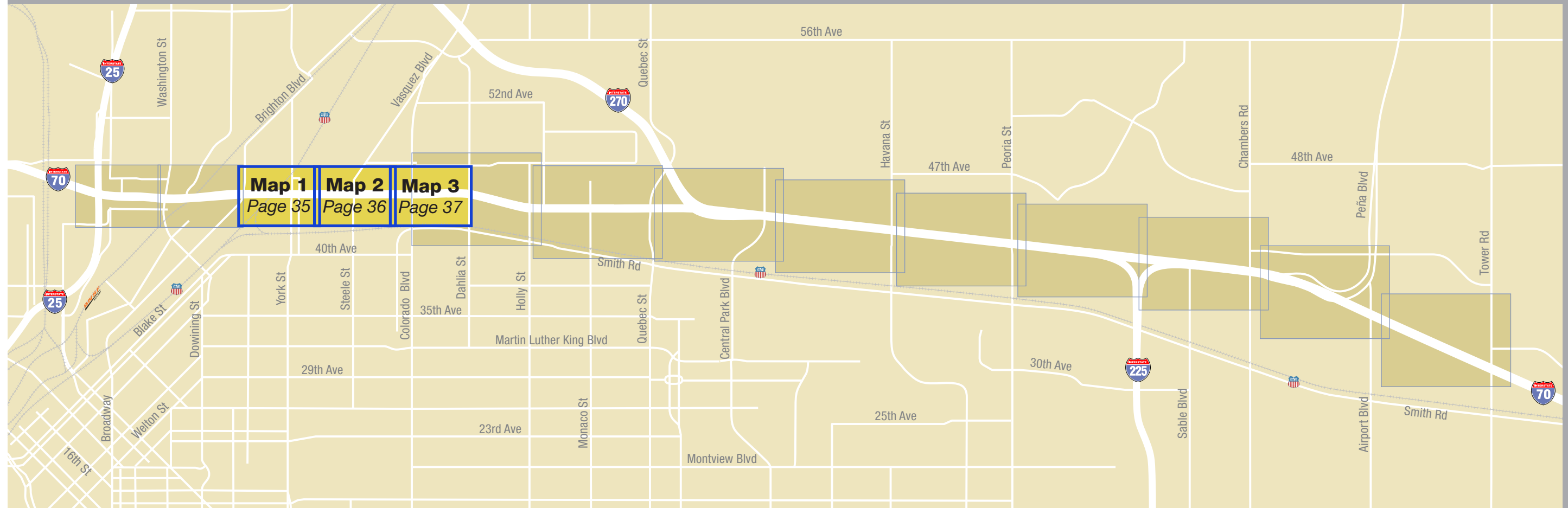


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Build Alternatives • Brighton Boulevard to Colorado Boulevard

## Revised Viaduct Alternative • North Option • Managed Lanes Option



### Revised Viaduct Alternative, North Option, Managed Lanes Option

- Adds two through-lanes to the existing I-70 highway in each direction
- Employs an operational strategy to manage the traffic for the added capacity in the corridor
- Replaces the viaduct between Brighton Boulevard and Colorado Boulevard
- Expands the highway to the north between Brighton Boulevard and Colorado Boulevard
- Reconstructs 46th Avenue under the south side of the viaduct
- Reconstructs the existing Colorado Boulevard and Steele Street/Vasquez Boulevard interchanges as a single split diamond interchange



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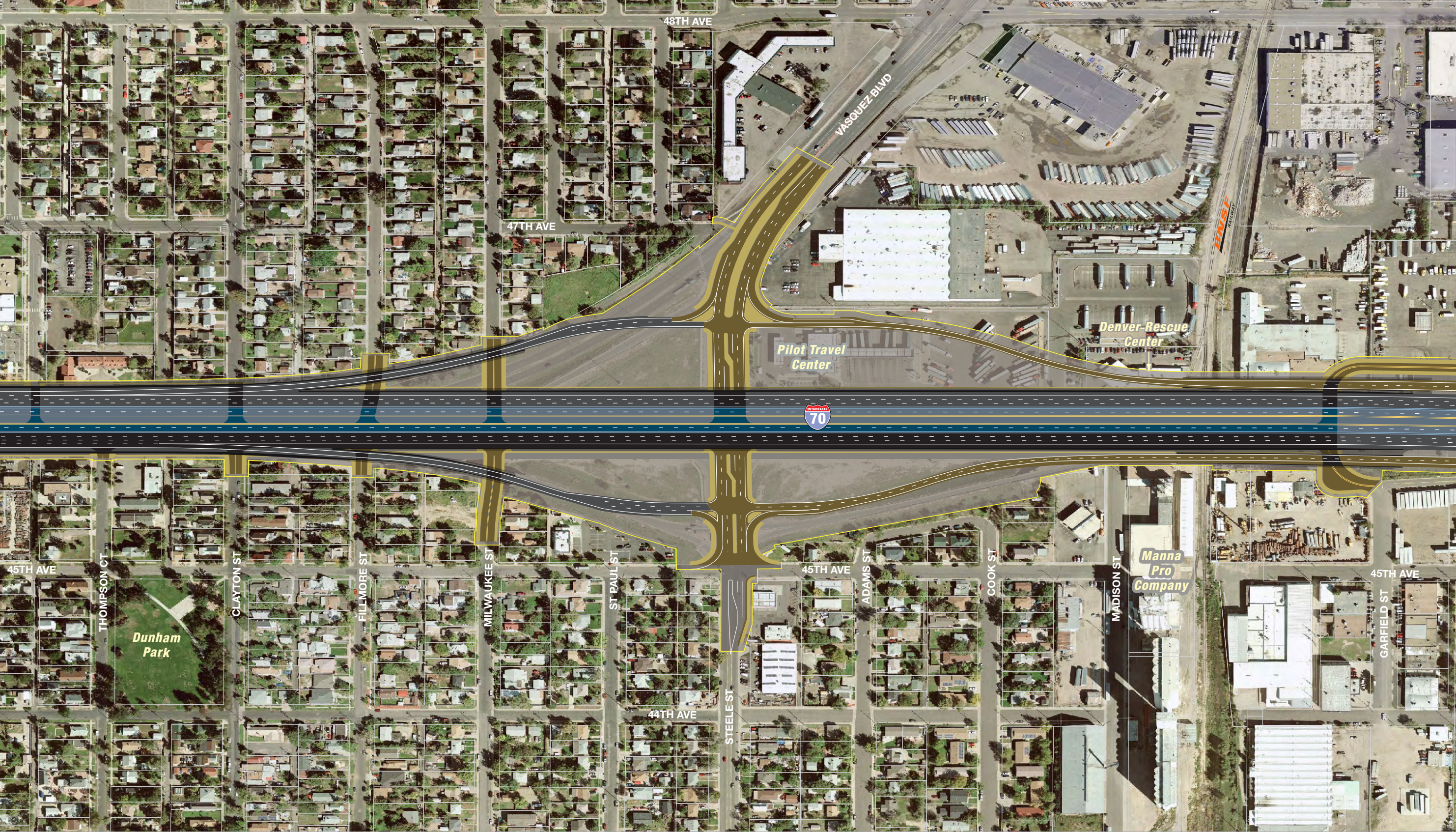


- Legend
- |                               |                              |                       |                |                     |
|-------------------------------|------------------------------|-----------------------|----------------|---------------------|
| Proposed highway and ramps    | Proposed sidewalk and median | General-purpose lanes | Striped buffer | Construction limits |
| Proposed street configuration | Existing Pavement            | Managed lanes         | Drainage       | Parcel boundaries   |

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Legend

- |   |  |   |  |   |
|---|--|---|--|---|
|  Proposed highway and ramps    |  Proposed sidewalk and median |  General-purpose lanes |  Striped buffer |  Construction limits |
|  Proposed street configuration |  Existing Pavement            |  Managed lanes         |  |  Parcel boundaries   |

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NOT TO SCALE





Legend

Proposed highway and ramps	Proposed sidewalk and median	General-purpose lanes	Striped buffer	Construction limits
Proposed street configuration	Existing Pavement	Managed lanes		Parcel boundaries

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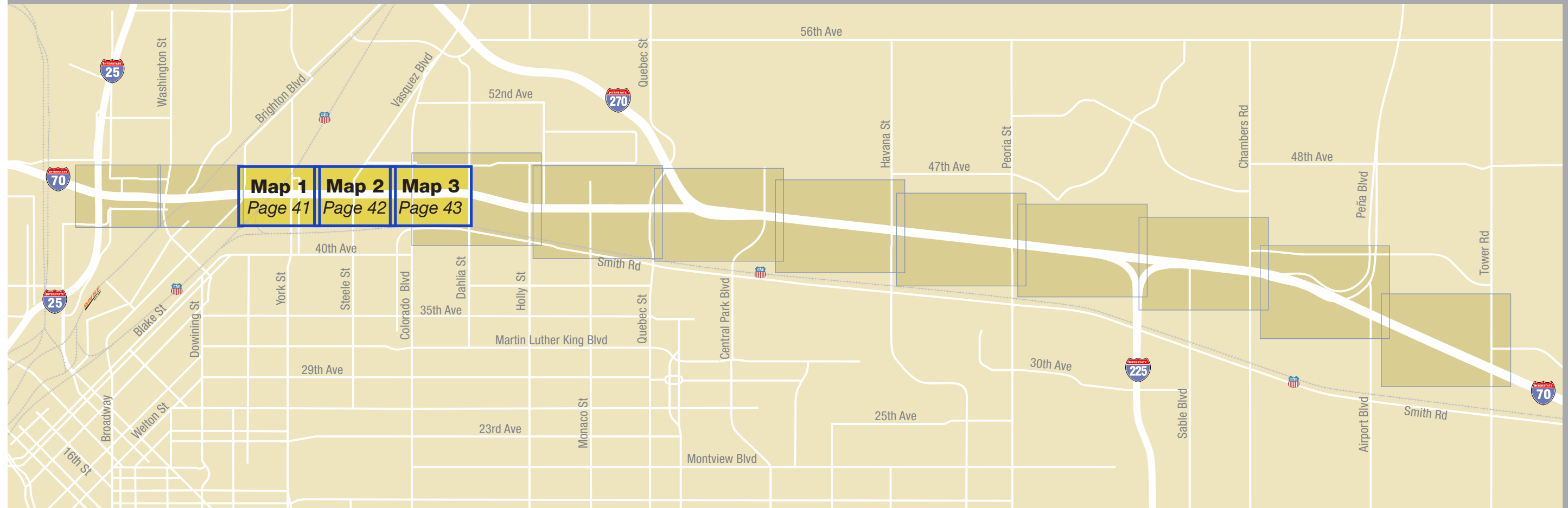


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Build Alternatives • Brighton Boulevard to Colorado Boulevard

## Revised Viaduct Alternative • South Option • General-Purpose Lanes Option



### Revised Viaduct Alternative, South Option, General-Purpose Lanes Option

- Adds two through-lanes to the existing I-70 highway in each direction
- Replaces the viaduct between Brighton Boulevard and Colorado Boulevard
- Expands the highway to the south between Brighton Boulevard and Colorado Boulevard
- Reconstructs 46th Avenue under the south side of the viaduct
- Reconstructs the existing Colorado Boulevard and Steele Street/Vasquez Boulevard interchanges as a single split diamond interchange






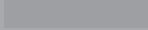




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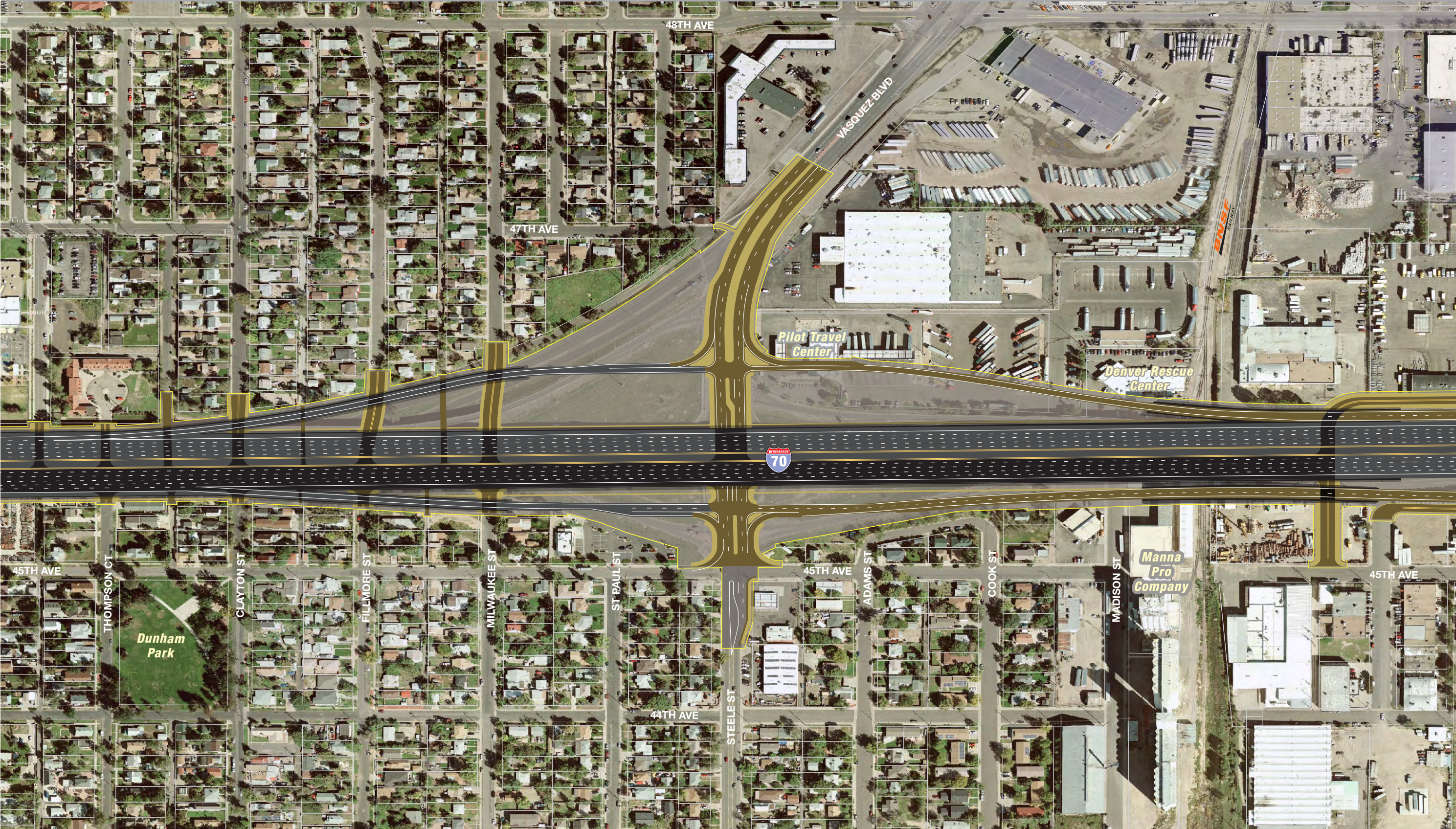
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|---|--|---|---|
|  Proposed highway and ramps    |  Proposed sidewalk and median |  General-purpose lanes |  Construction limits |
|  Proposed street configuration |  Existing pavement            |  Drainage              |  Parcel boundaries   |

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MAP 2 Revised Viaduct Alternative • South Option • General-Purpose Lanes Option



Legend

Proposed highway and ramps

Proposed street configuration

Proposed sidewalk and median

Existing pavement

General-purpose lanes

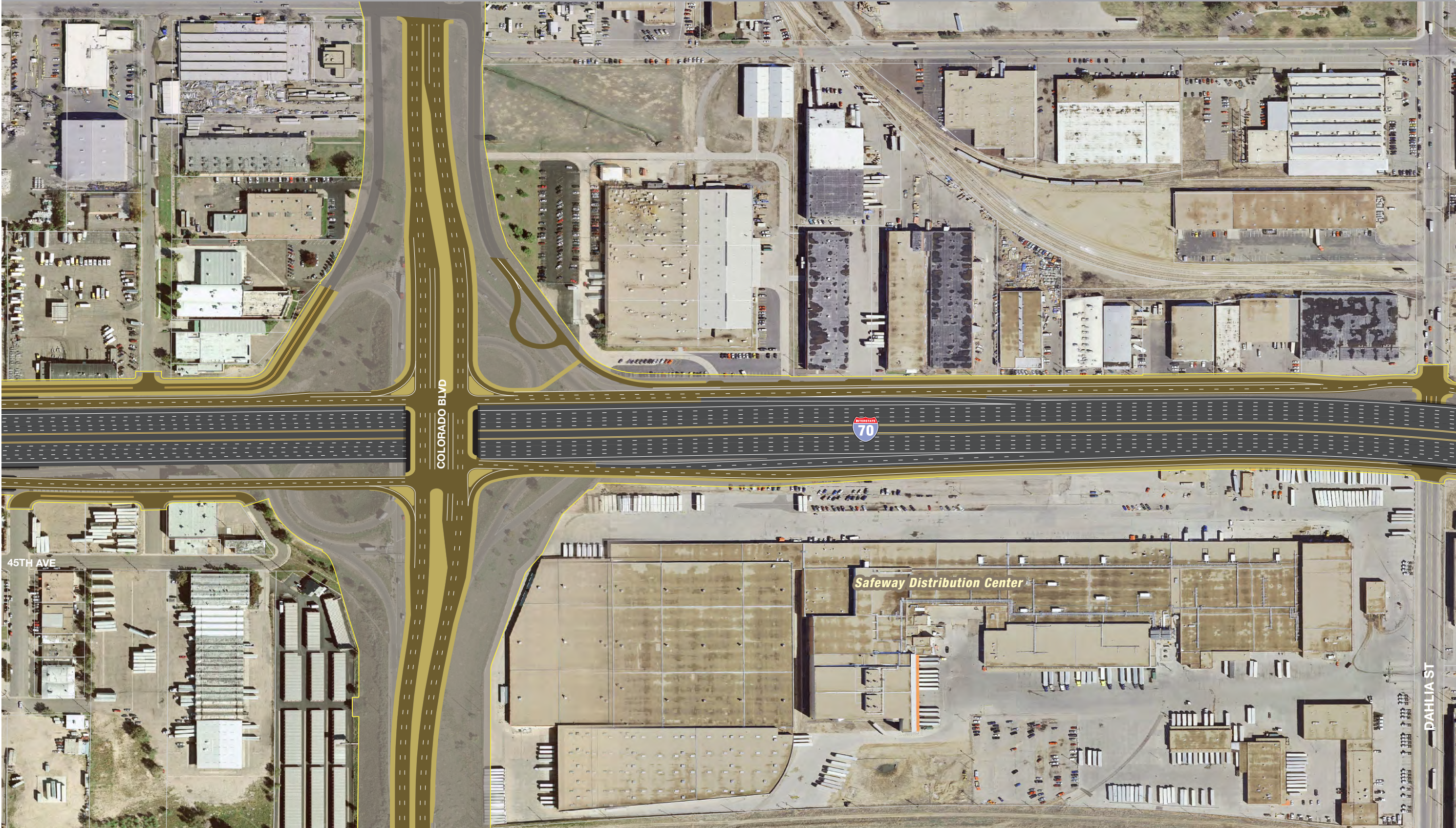
Construction limits

Parcel boundaries






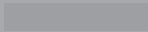

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Legend

- |   |  |   |   |
|---|--|---|---|
|  Proposed highway and ramps    |  Proposed sidewalk and median |  General-purpose lanes |  Construction limits |
|  Proposed street configuration |  Existing pavement            |   |  Parcel boundaries   |

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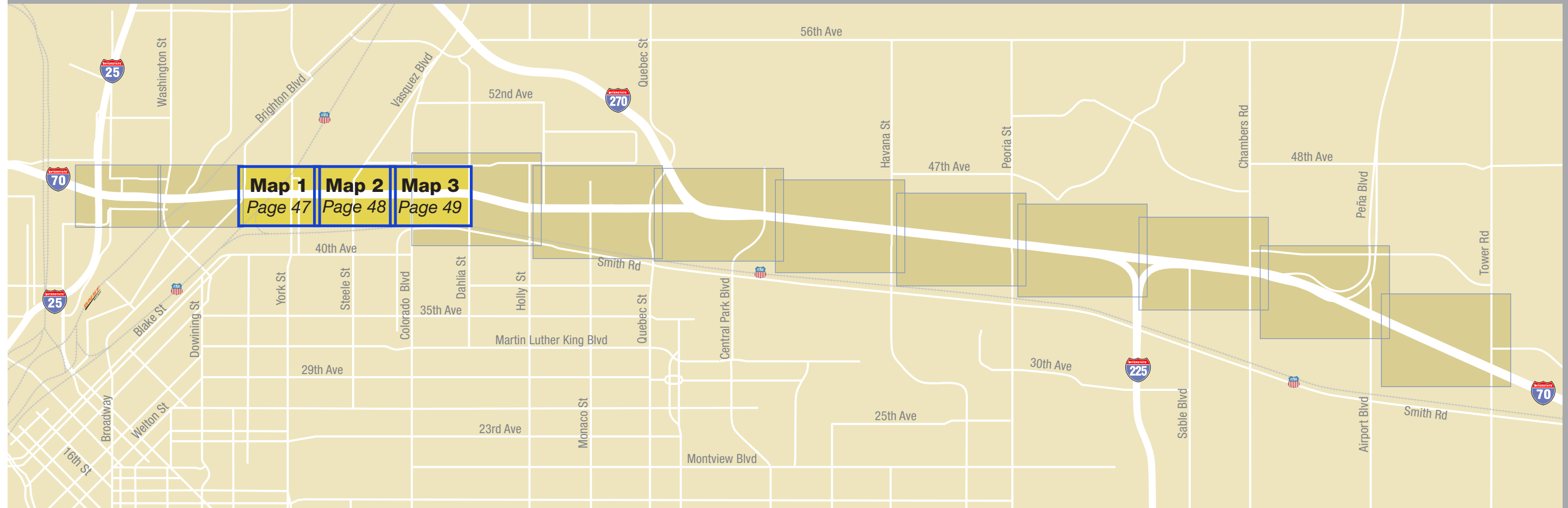


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Build Alternatives • Brighton Boulevard to Colorado Boulevard

## Revised Viaduct Alternative • South Option • Managed Lanes Option



### Revised Viaduct Alternative, South Option, Managed Lanes Option

- Adds two through-lanes to the existing I-70 highway in each direction
- Employs an operational strategy to manage the traffic for the added capacity in the corridor
- Replaces the viaduct between Brighton Boulevard and Colorado Boulevard
- Expands the highway to the south between Brighton Boulevard and Colorado Boulevard
- Reconstructs 46th Avenue under the south side of the viaduct
- Reconstructs the existing Colorado Boulevard and Steele Street/Vasquez Boulevard interchanges as a single split diamond interchange



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Legend

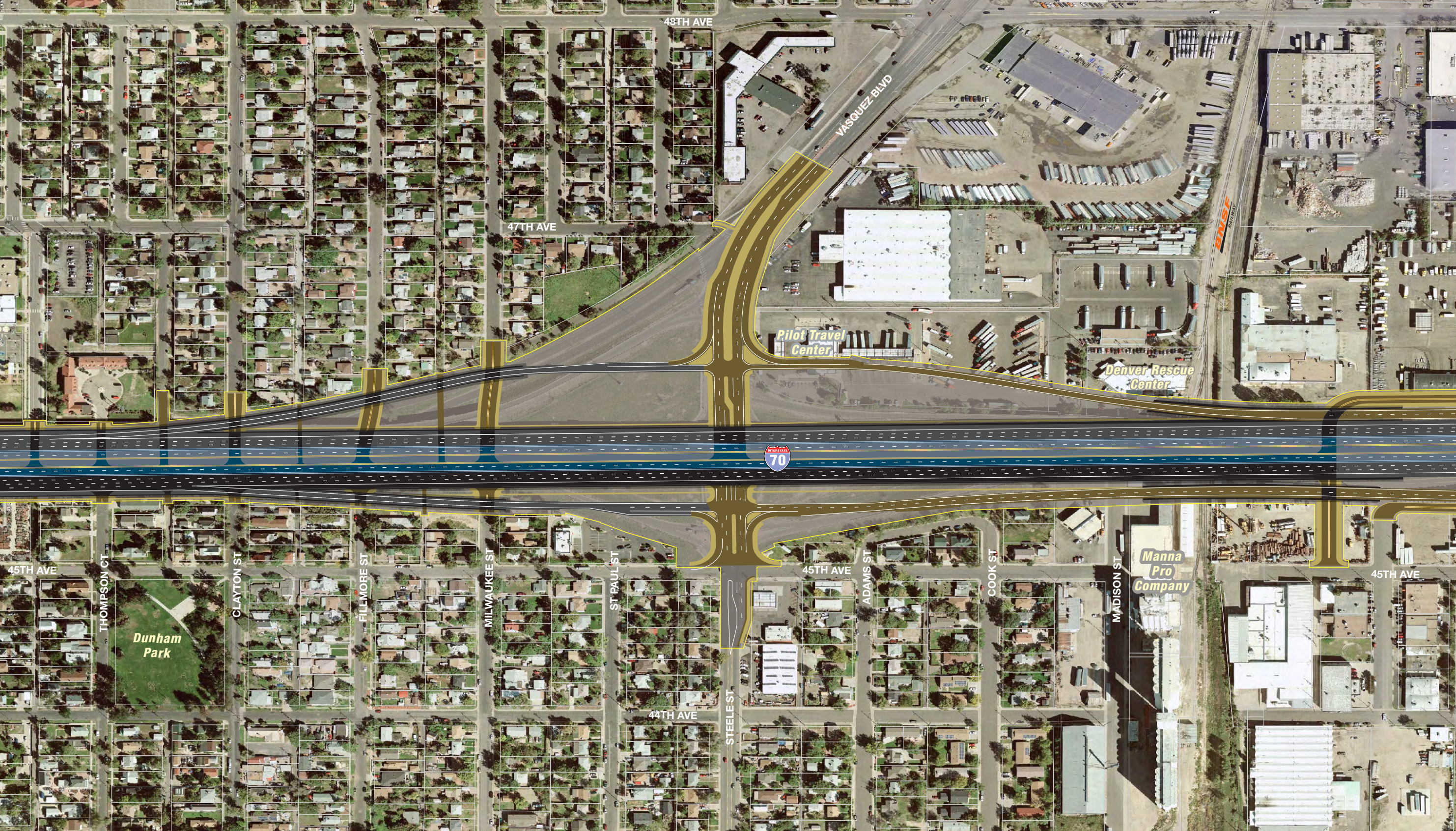
Proposed highway and ramps	Proposed sidewalk and median	General-purpose lanes	Striped buffer	Construction limits
Proposed street configuration	Existing Pavement	Managed lanes	Drainage	Parcel boundaries

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MAP 2 Revised Viaduct Alternative • South Option • Managed Lanes Option

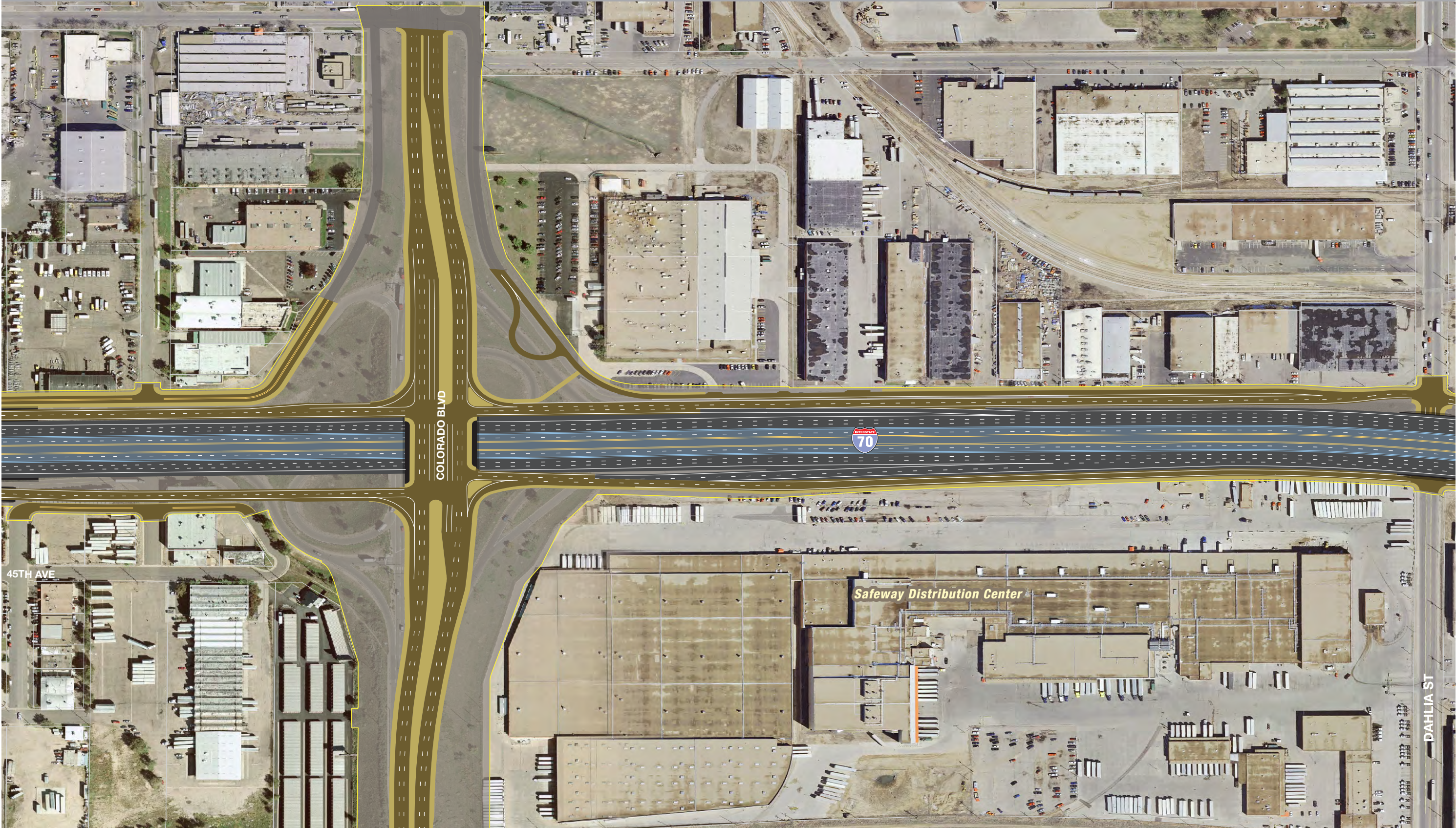


- Legend
- |                               |                              |                       |                |                     |
|-------------------------------|------------------------------|-----------------------|----------------|---------------------|
| Proposed highway and ramps    | Proposed sidewalk and median | General-purpose lanes | Striped buffer | Construction limits |
| Proposed street configuration | Existing Pavement            | Managed lanes         |                | Parcel boundaries   |

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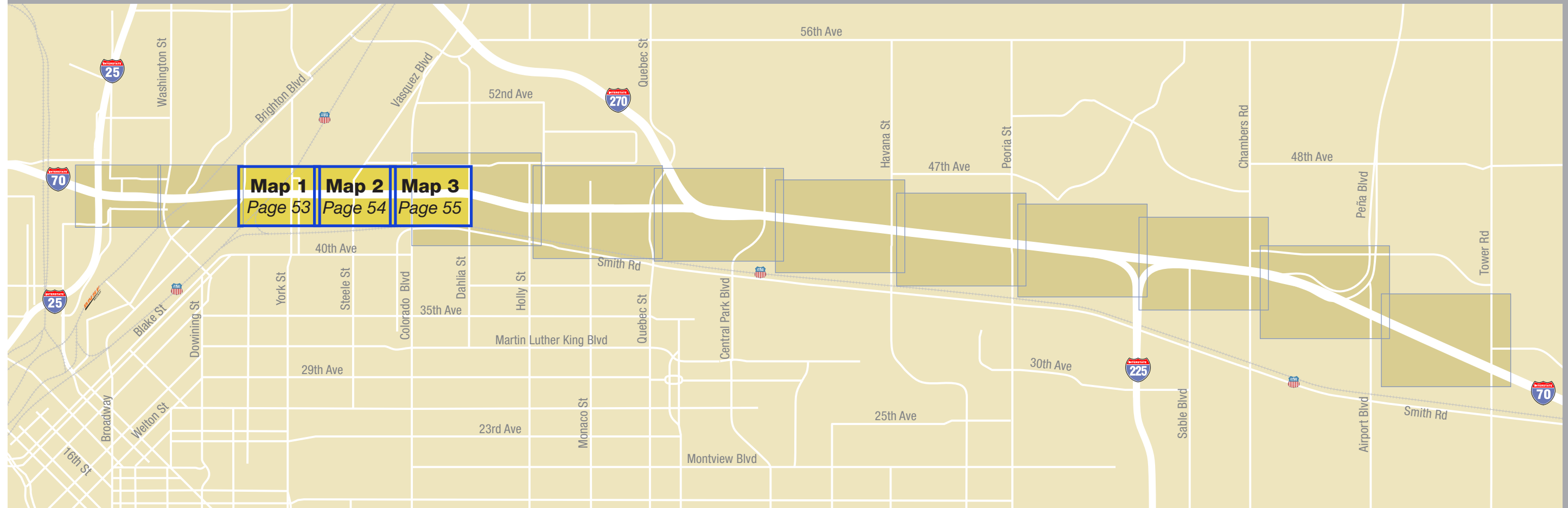


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Build Alternatives • Brighton Boulevard to Colorado Boulevard

## Partial Cover Lowered Alternative • Basic Option • General-Purpose Lanes Option



### Partial Cover Lowered Alternative, Basic Option, General-Purpose Lanes Option

- Adds two through-lanes to the existing I-70 highway in each direction
- Removes the viaduct between Brighton Boulevard and Colorado Boulevard and reconstructs I-70 below the existing grade
- Expands the highway to the north between Brighton Boulevard and Colorado Boulevard
- Adds a cover to the below-ground-level portion of the highway between Columbine Street and Clayton Street
- Reconstructs 46th Avenue on the north and south side of I-70 adjacent to the highway
- Reconstructs the existing Colorado Boulevard and Steele Street/Vasquez Boulevard interchanges as a single split diamond interchange






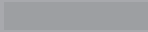




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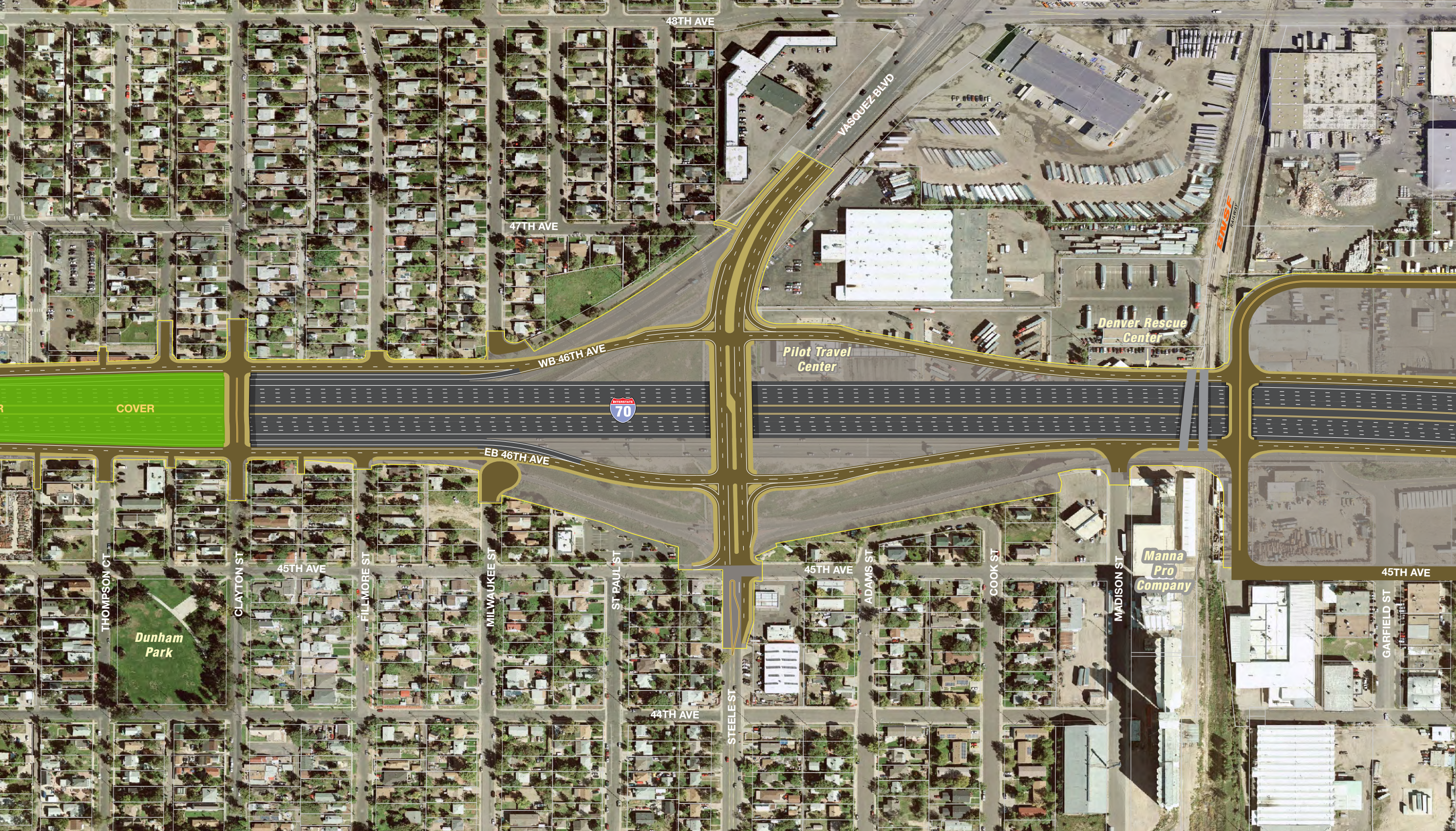
Legend

- |   |  |   |   |
|---|--|---|---|
|  Proposed highway and ramps    |  Proposed sidewalk and median |  General-purpose lanes |  Construction limits |
|  Proposed street configuration |  Existing pavement            |  Drainage              |  Parcel boundaries   |






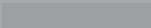

This exhibit is for informational purposes only and it may contain preliminary conclusions that may not necessarily be reflected in the final decision







Legend

 Proposed highway and ramps	 Proposed sidewalk and median	 General-purpose lanes	 Construction limits
 Proposed street configuration	 Existing pavement		 Parcel boundaries

This exhibit is for informational purposes only and it may contain preliminary conclusions that may not necessarily be reflected in the final decision






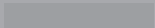



NOT TO SCALE





Legend

- |   |  |   |   |
|---|--|---|---|
|  Proposed highway and ramps    |  Proposed sidewalk and median |  General-purpose lanes |  Construction limits |
|  Proposed street configuration |  Existing pavement            |   |  Parcel boundaries   |

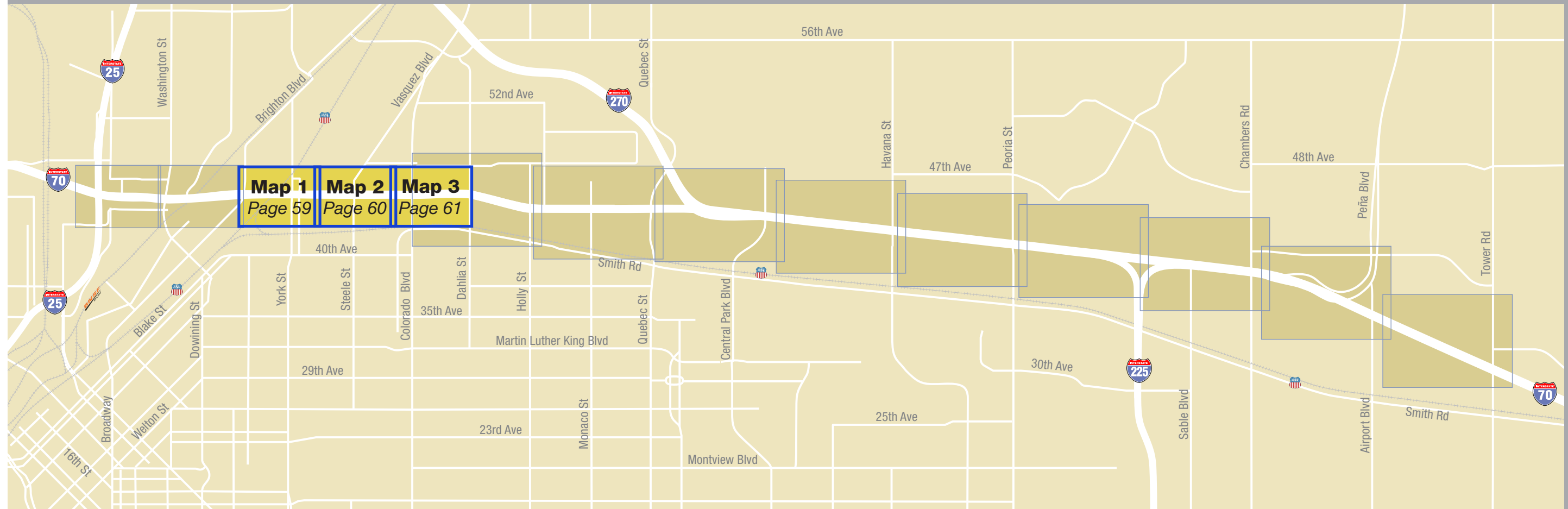
*This exhibit is for informational purposes only and it may contain preliminary conclusions that may not necessarily be reflected in the final decision*





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### **Partial Cover Lowered Alternative, Basic Option, Managed Lanes Option**

- Adds two through-lanes to the existing I-70 highway in each direction
- Employs an operational strategy to manage the traffic for the added capacity in the corridor
- Removes the viaduct between Brighton Boulevard and Colorado Boulevard and reconstructs I-70 below the existing grade
- Expands the highway to the north between Brighton Boulevard and Colorado Boulevard
- Adds a cover to the below-ground-level portion of the highway between Columbine Street and Clayton Street
- Reconstructs 46th Avenue on the north and south side of I-70 adjacent to the highway
- Reconstructs the existing Colorado Boulevard and Steele Street/Vasquez Boulevard interchanges as a single split diamond interchange



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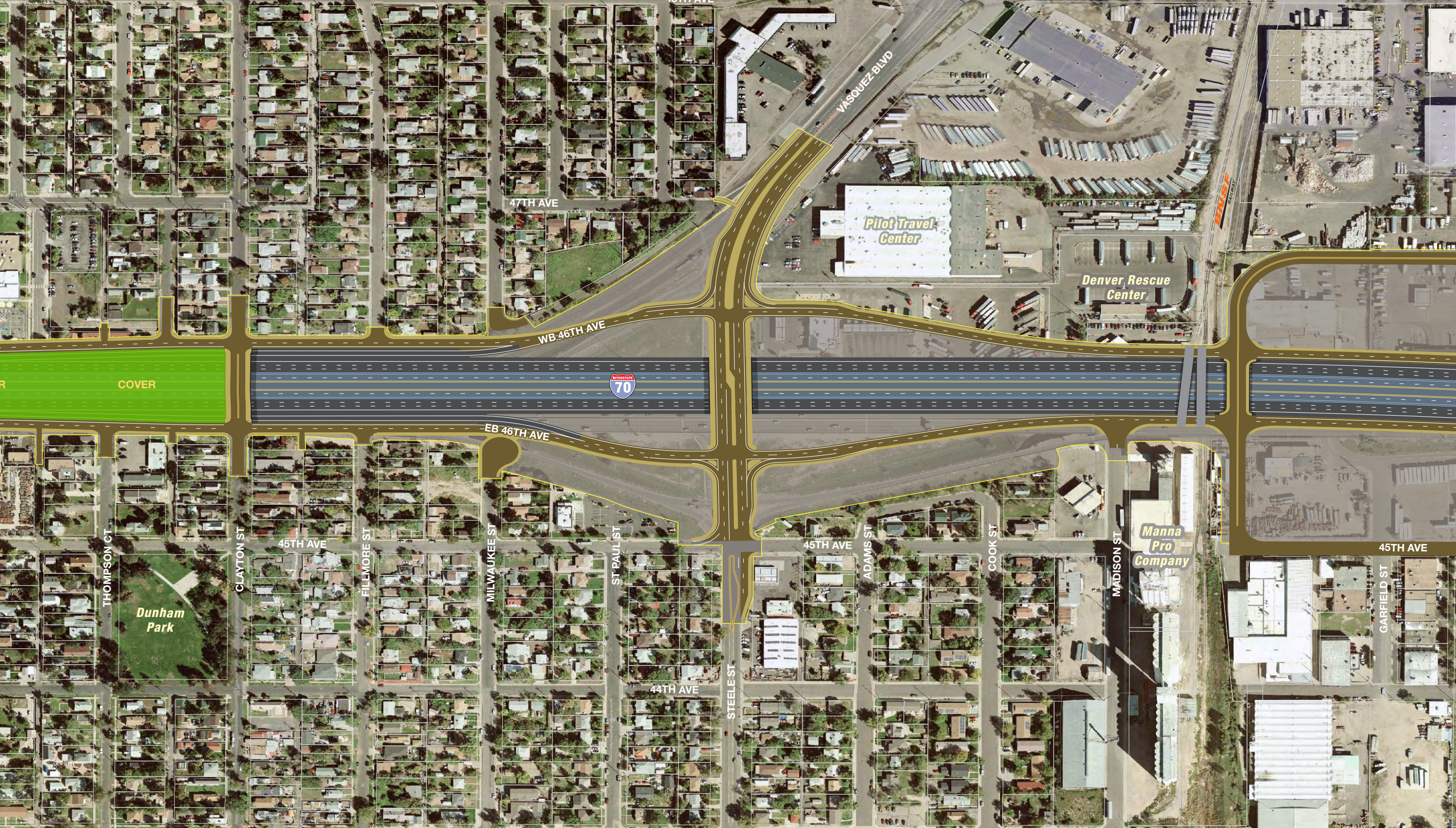
Legend

- |   |  |   |  |   |
|---|--|---|--|---|
|  Proposed highway and ramps    |  Proposed sidewalk and median |  General-purpose lanes |  Striped buffer |  Construction limits |
|  Proposed street configuration |  Existing Pavement            |  Managed lanes         |  Drainage       |  Parcel boundaries   |

This exhibit is for informational purposes only and it may contain preliminary conclusions that may not necessarily be reflected in the final decision







Legend

Proposed highway and ramps

Proposed street configuration

Proposed sidewalk and median

Existing Pavement

General-purpose lanes

Managed lanes

Striped buffer

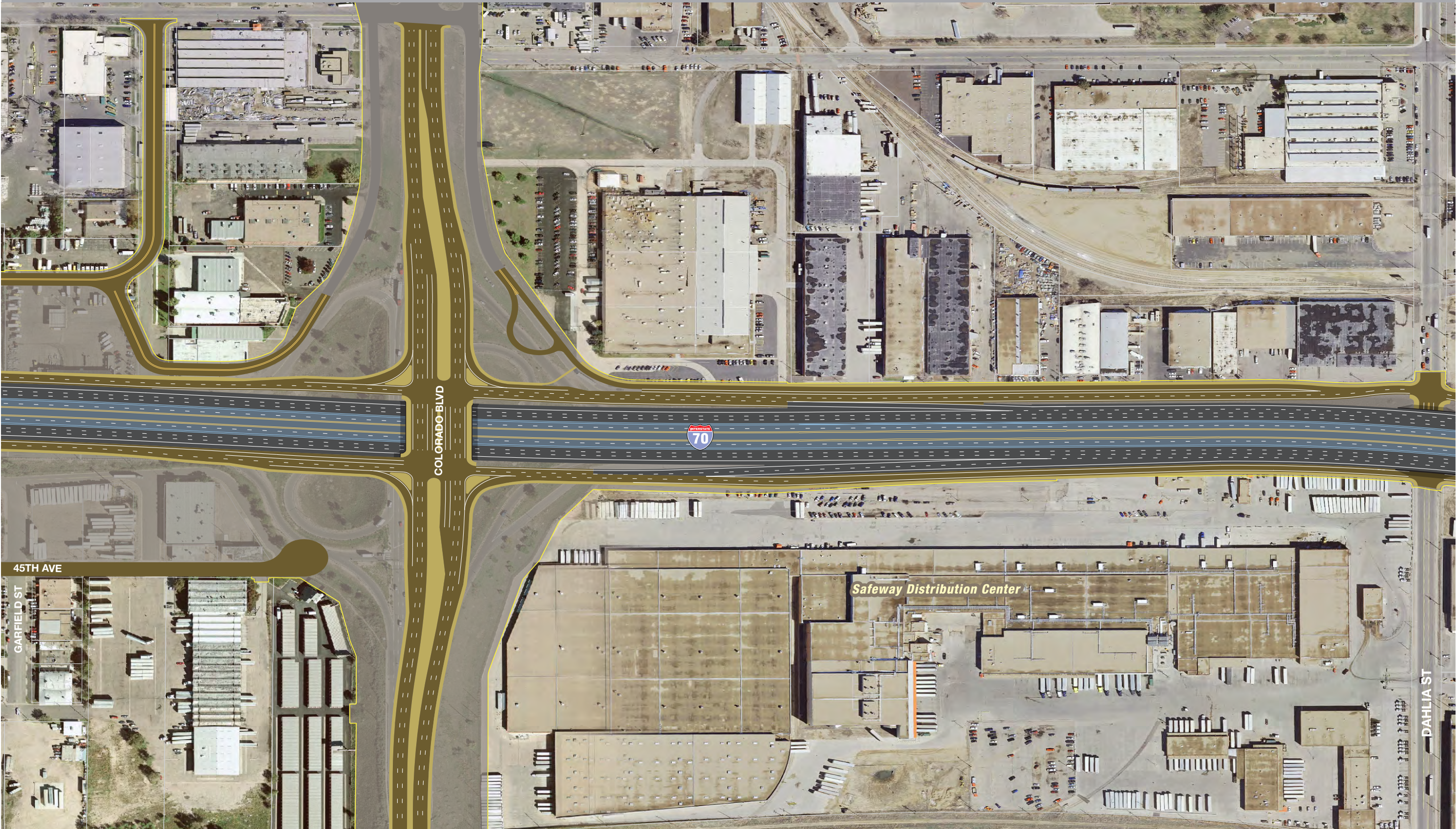
Construction limits

Parcel boundaries

This exhibit is for informational purposes only and it may contain preliminary conclusions that may not necessarily be reflected in the final decision







Legend

Proposed highway and ramps

Proposed street configuration

Proposed sidewalk and median

Existing Pavement

General-purpose lanes

Managed lanes

Striped buffer

Construction limits

Parcel boundaries

This exhibit is for informational purposes only and it may contain preliminary conclusions that may not necessarily be reflected in the final decision

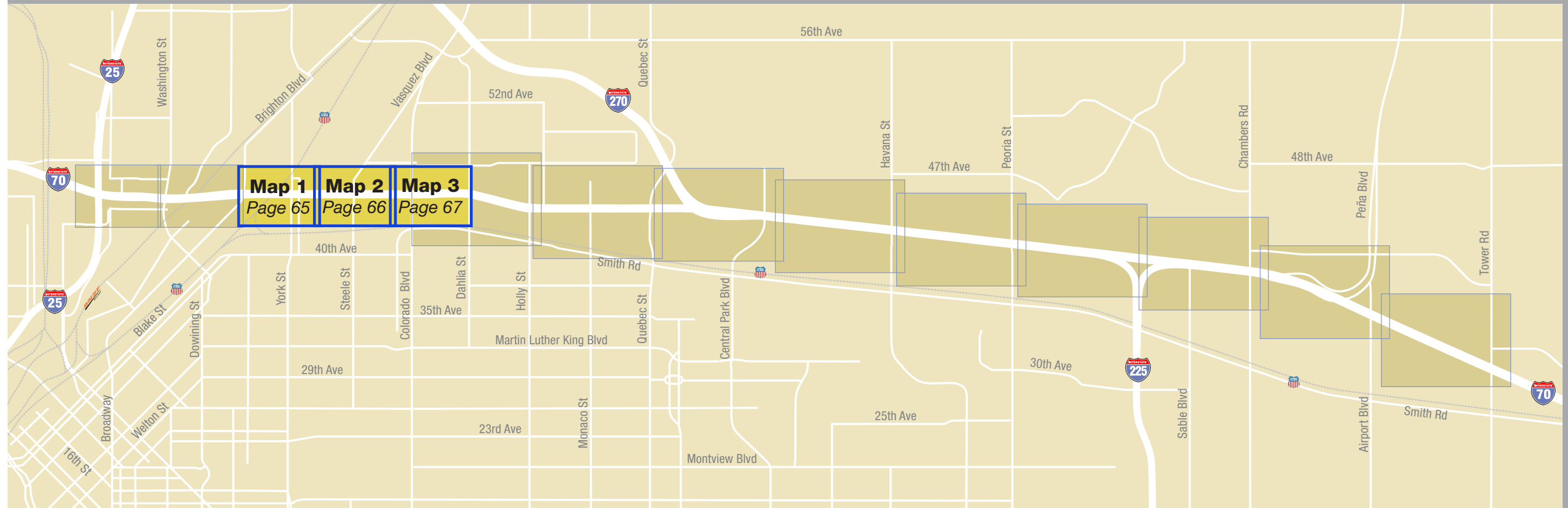




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## Partial Cover Lowered Alternative • Modified Option • General-Purpose Lanes Option



### Partial Cover Lowered Alternative, Modified Option, General-Purpose Lanes Option

- Adds two through-lanes to the existing I-70 highway in each direction
- Removes the viaduct between Brighton Boulevard and Colorado Boulevard and reconstructs I-70 below the existing grade
- Expands the highway to the north between Brighton Boulevard and Colorado Boulevard
- Adds a cover to the below-ground-level portion of the highway between Columbine Street and Clayton Street
- Reconstructs 46th Avenue on the north and south side of I-70 adjacent to the highway as two-way streets
- Discontinues 46th Avenue North between Clayton Street and Columbine Street to allow for a seamless connection between the school property and the highway cover
- Changes York Street to a two-way street between 45th Avenue and 47th Avenue
- Replaces Josephine Street north-south vehicular connectivity with a bicycle/pedestrian-only (bridge) connection
- Provides an additional north-south vehicular crossing over I-70 on Milwaukee Street
- Adds a second cover over the I-70 lowered highway in the area between St. Paul Street and Cook Street
- Improves Brighton Boulevard between I-70 and 47th Avenue
- Eliminates the existing Steele Street/Vasquez Boulevard interchange and reconstructs Colorado Boulevard as a full diamond interchange
- Adds auxiliary lanes along Colorado Boulevard between Smith Road Bridge and 48th Avenue






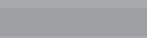




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Legend

- |   |  |   |   |
|---|--|---|---|
|  Proposed highway and ramps    |  Proposed sidewalk and median |  General-purpose lanes |  Construction limits |
|  Proposed street configuration |  Existing pavement            |  Drainage              |  Parcel boundaries   |

This exhibit is for informational purposes only and it may contain preliminary conclusions that may not necessarily be reflected in the final decision






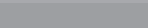





MAP 2 Partial Cover Lowered Alternative • Modified Option • General-Purpose Lanes Option



Legend

- |   |  |   |   |
|---|--|---|---|
|  Proposed highway and ramps    |  Proposed sidewalk and median |  General-purpose lanes |  Construction limits |
|  Proposed street configuration |  Existing pavement            |   |  Parcel boundaries   |

This exhibit is for informational purposes only and it may contain preliminary conclusions that may not necessarily be reflected in the final decision






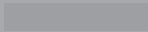



NOT TO SCALE





Legend

- |   |  |   |   |
|---|--|---|---|
|  Proposed highway and ramps    |  Proposed sidewalk and median |  General-purpose lanes |  Construction limits |
|  Proposed street configuration |  Existing pavement            |   |  Parcel boundaries   |

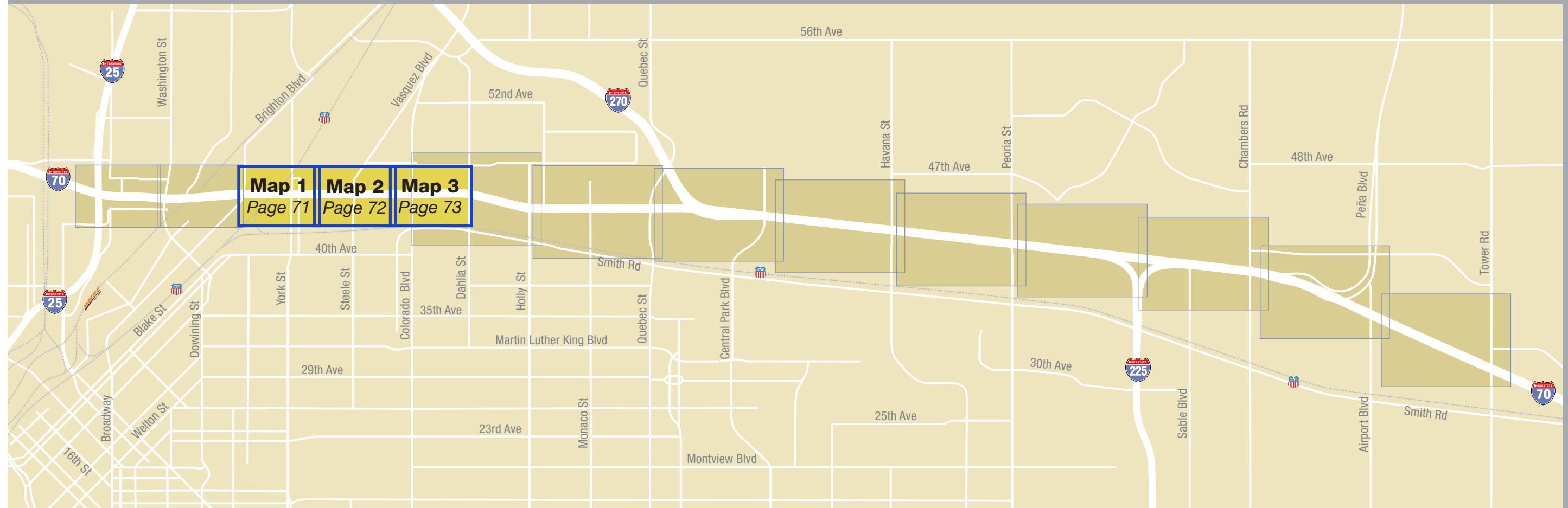
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### **Partial Cover Lowered Alternative, Modified Option, Managed Lanes Option**

- Adds two through-lanes to the existing I-70 highway in each direction
- Employs an operational strategy to manage the traffic for the added capacity in the corridor
- Removes the viaduct between Brighton Boulevard and Colorado Boulevard and reconstructs I-70 below the existing grade
- Expands the highway to the north between Brighton Boulevard and Colorado Boulevard
- Adds a cover to the below-ground-level portion of the highway between Columbine Street and Clayton Street
- Reconstructs 46th Avenue on the north and south side of I-70 adjacent to the highway as two-way streets
- Discontinues 46th Avenue North between Clayton Street and Columbine Street to allow for a seamless connection between the school property and the highway cover
- Changes York Street to a two-way street between 45th Avenue and 47th Avenue
- Replaces Josephine Street north-south vehicular connectivity with a bicycle/pedestrian-only (bridge) connection
- Provides an additional north-south vehicular crossing over I-70 on Milwaukee Street
- Adds a second cover over the I-70 lowered highway in the area between St. Paul Street and Cook Street
- Improves Brighton Boulevard between I-70 and 47th Avenue
- Eliminates the existing Steele Street/Vasquez Boulevard interchange and reconstructs Colorado Boulevard as a full diamond interchange
- Adds auxiliary lanes along Colorado Boulevard between Smith Road Bridge and 48th Avenue



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Legend

- |                               |                              |                       |                |                     |
|-------------------------------|------------------------------|-----------------------|----------------|---------------------|
| Proposed highway and ramps    | Proposed sidewalk and median | General-purpose lanes | Striped buffer | Construction limits |
| Proposed street configuration | Existing Pavement            | Managed lanes         | Drainage       | Parcel boundaries   |

This exhibit is for informational purposes only and it may contain preliminary conclusions that may not necessarily be reflected in the final decision







Legend

Proposed highway and ramps	Proposed sidewalk and median	General-purpose lanes	Striped buffer	Construction limits
Proposed street configuration	Existing Pavement	Managed lanes		Parcel boundaries

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Legend

- |   |  |   |  |   |
|---|--|---|--|---|
|  Proposed highway and ramps    |  Proposed sidewalk and median |  General-purpose lanes |  Striped buffer |  Construction limits |
|  Proposed street configuration |  Existing Pavement            |  Managed lanes         |  |  Parcel boundaries   |

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Build Alternatives

## Colorado Boulevard to Tower Road

I-70 is reconstructed and widened generally along the existing centerline of the highway.

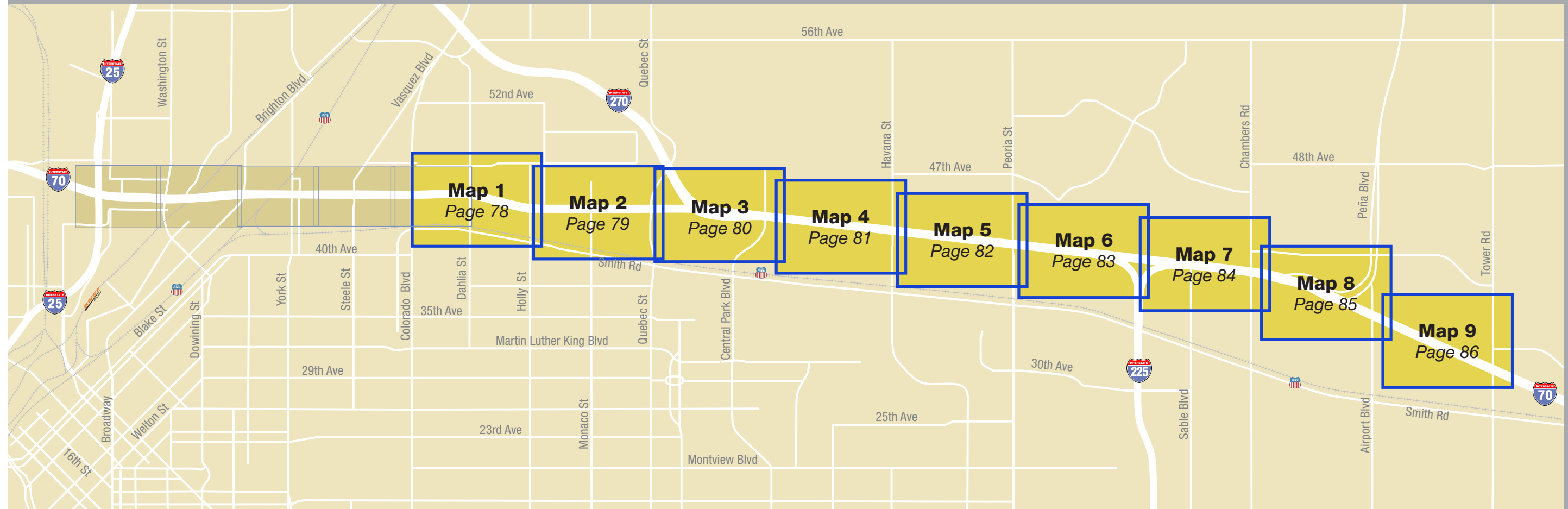


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## Build Alternatives • Colorado Boulevard to Tower Road

### General-Purpose Lanes Option



#### General-Purpose Lanes Option

- Adds two through-lanes to the existing I-70 highway in each direction
- Provides Holly Street access to and from I-70; the existing Dahlia Street and Monaco Street slip ramp connections are located closer to Holly Street to reduce vehicle conflicts
- Widens Holly Street to four lanes through the interchange
- Modifies the interchanges at Quebec Street, I-270, Central Park Boulevard, Havana Street, and Peoria Street
- Makes no changes to the interchanges at I-225 and Tower Road



MAP 1 Colorado Boulevard to Tower Road • General-Purpose Lanes Option



Legend

Proposed highway and ramps

Proposed sidewalk and median

General-purpose lanes

Construction limits

Proposed street configuration

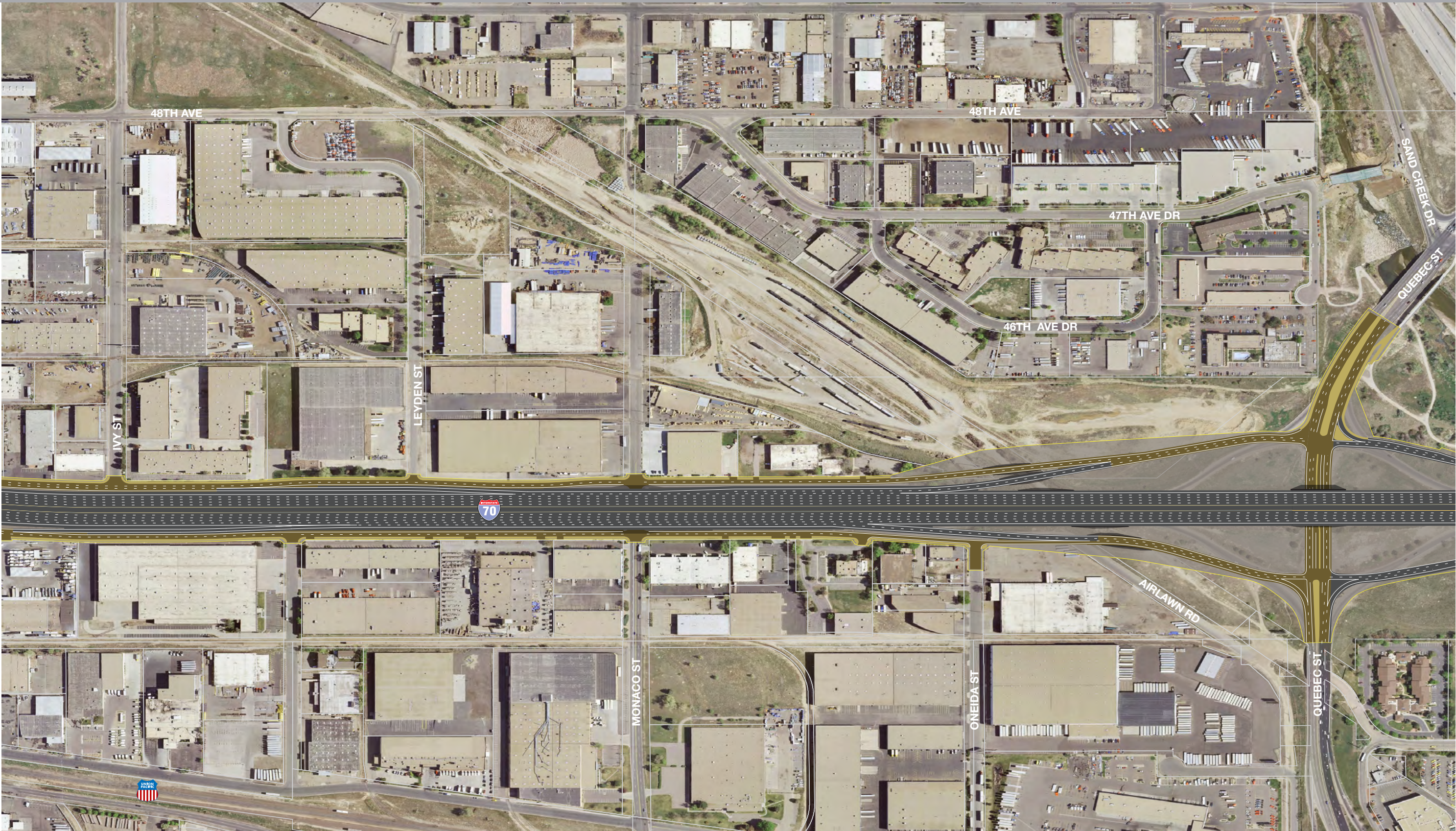
Existing pavement

Parcel boundaries






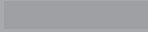

This exhibit is for informational purposes only and it may contain preliminary conclusions that may not necessarily be reflected in the final decision







Legend

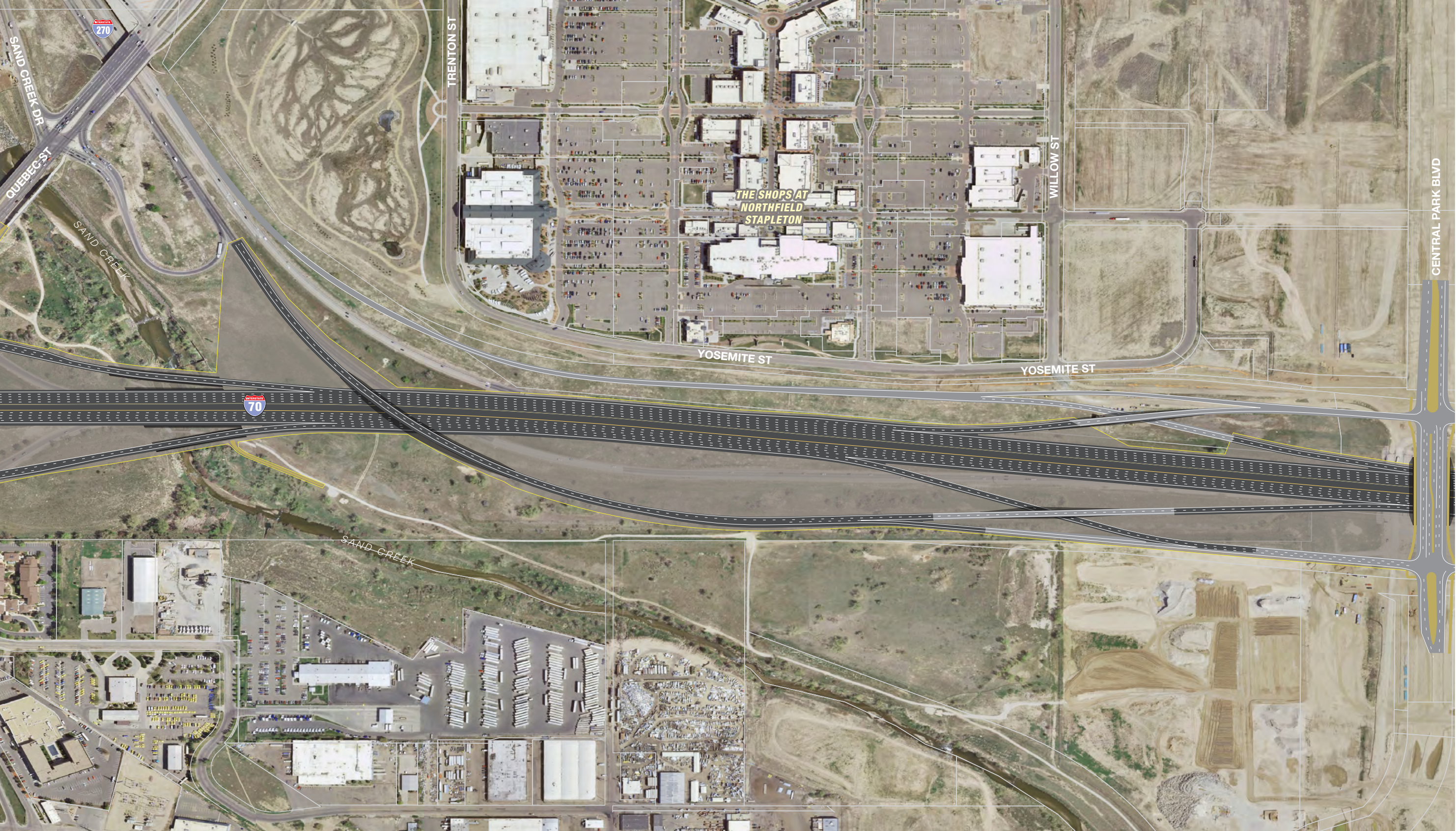
- |   |  |   |   |
|---|--|---|---|
|  Proposed highway and ramps    |  Proposed sidewalk and median |  General-purpose lanes |  Construction limits |
|  Proposed street configuration |  Existing pavement            |   |  Parcel boundaries   |

*This exhibit is for informational purposes only and it may contain preliminary conclusions that may not necessarily be reflected in the final decision*





MAP 3 Colorado Boulevard to Tower Road • General-Purpose Lanes Option



Legend

	Proposed highway and ramps		Proposed sidewalk and median		General-purpose lanes		Construction limits
	Proposed street configuration		Existing pavement		Parcel boundaries		






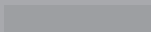

This exhibit is for informational purposes only and it may contain preliminary conclusions that may not necessarily be reflected in the final decision







Legend

- |   |  |   |   |
|---|--|---|---|
|  Proposed highway and ramps    |  Proposed sidewalk and median |  General-purpose lanes |  Construction limits |
|  Proposed street configuration |  Existing pavement            |   |  Parcel boundaries   |

*This exhibit is for informational purposes only and it may contain preliminary conclusions that may not necessarily be reflected in the final decision*





MAP 5 Colorado Boulevard to Tower Road • General-Purpose Lanes Option



Legend

Proposed highway and ramps

Proposed street configuration

Proposed sidewalk and median

Existing pavementGeneral-purpose lanesConstruction limitsParcel boundaries






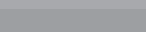

This exhibit is for informational purposes only and it may contain preliminary conclusions that may not necessarily be reflected in the final decision







Legend

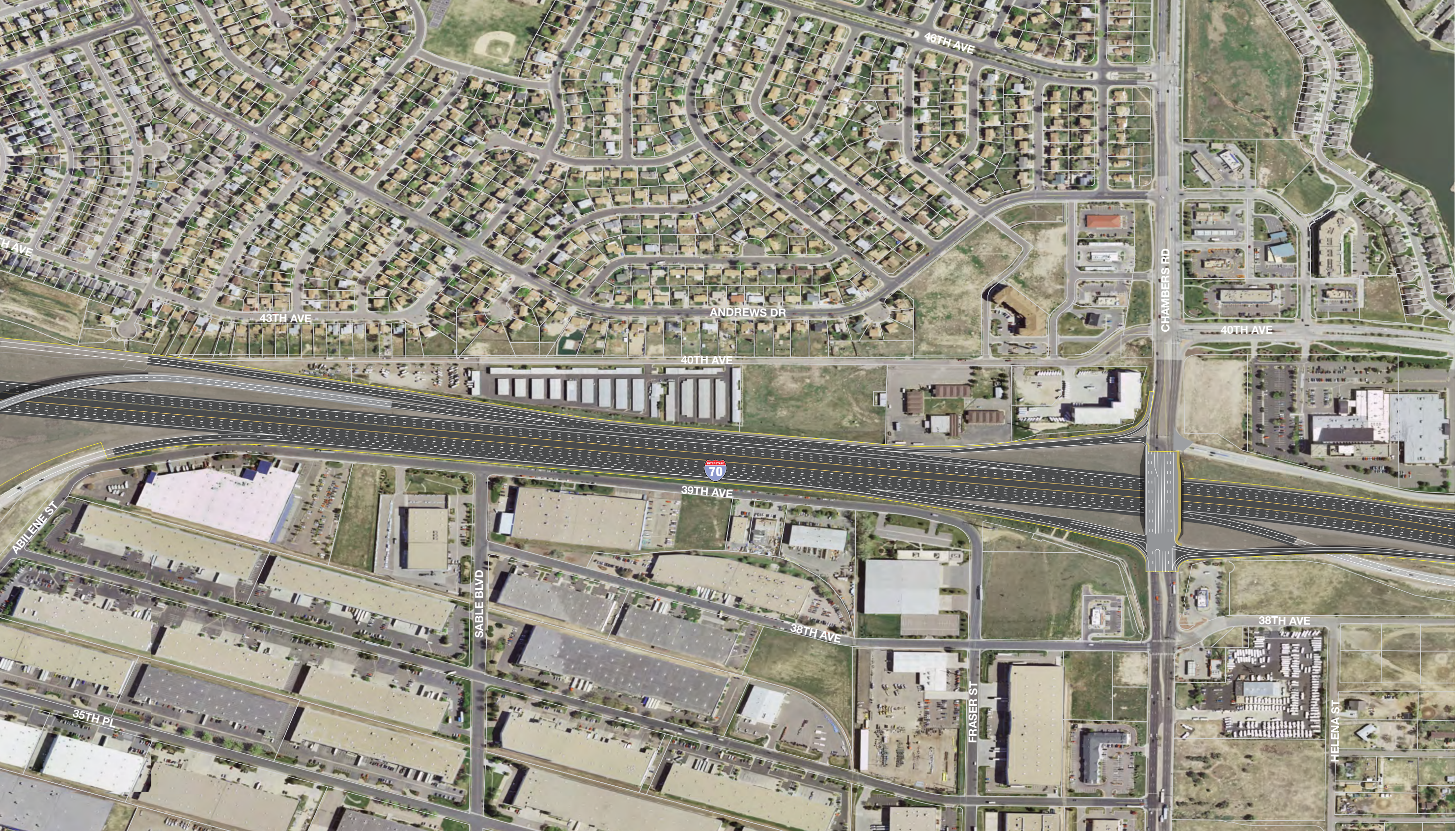
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|---|---|---|---|
|  |  |  |  |
|  |  |   |  |

This exhibit is for informational purposes only and it may contain preliminary conclusions that may not necessarily be reflected in the final decision





MAP 7 Colorado Boulevard to Tower Road • General-Purpose Lanes Option



- Legend
- Proposed highway and ramps

Proposed sidewalk and median
- General-purpose lanes
- Construction limits
- Proposed street configuration
- Existing pavement
- 
- Parcel boundaries

This exhibit is for informational purposes only and it may contain preliminary conclusions that may not necessarily be reflected in the final decision



NOT TO SCALE





Legend

- |                               |                              |                       |                     |
|-------------------------------|------------------------------|-----------------------|---------------------|
| Proposed highway and ramps    | Proposed sidewalk and median | General-purpose lanes | Construction limits |
| Proposed street configuration | Existing pavement            |                       | Parcel boundaries   |

*This exhibit is for informational purposes only and it may contain preliminary conclusions that may not necessarily be reflected in the final decision*







Legend

Proposed highway and ramps	Proposed sidewalk and median	General-purpose lanes	Construction limits
Proposed street configuration	Existing pavement		Parcel boundaries

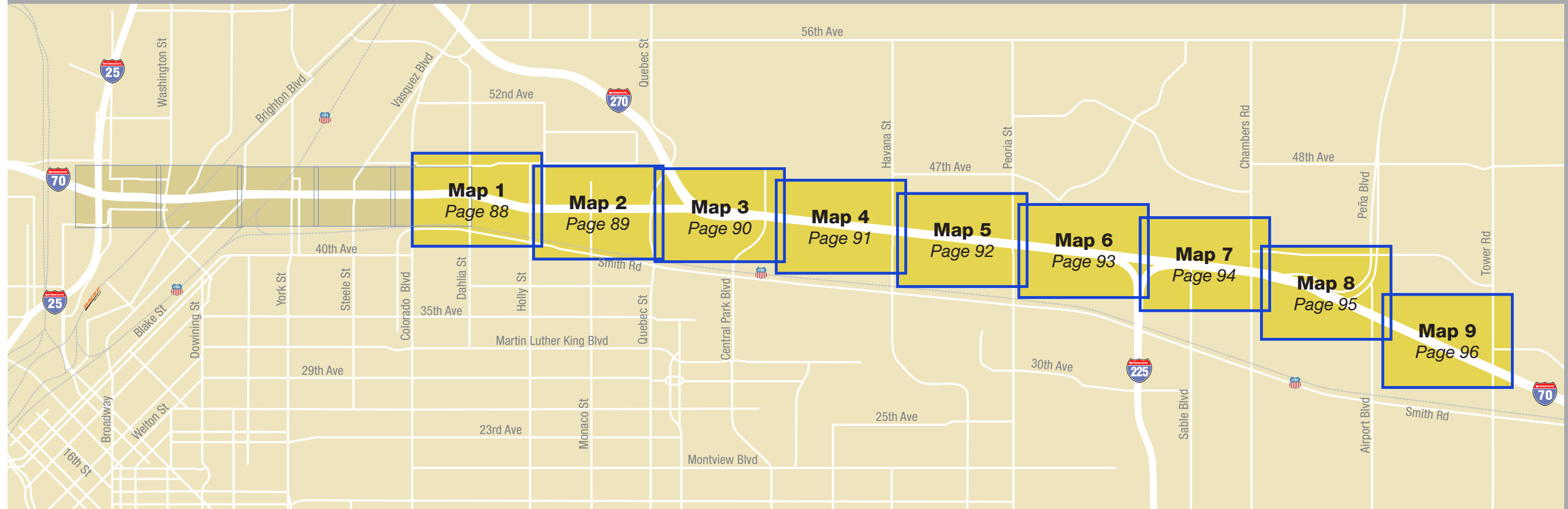
This exhibit is for informational purposes only and it may contain preliminary conclusions that may not necessarily be reflected in the final decision





## Build Alternatives • Colorado Boulevard to Tower Road

# Managed Lanes Option



### Managed Lanes Option

- Adds two through-lanes to the existing I-70 highway in each direction
- Employs an operational strategy to manage the traffic for the added capacity in the corridor
- Provides access at Holly Street to and from I-70; the existing Dahlia Street and Monaco Street slip ramp connections are located closer to Holly Street to reduce vehicle conflicts
- Widens Holly Street to four lanes through the interchange
- Modifies the interchanges at Quebec Street, I-270, Central Park Boulevard, Havana Street, and Peoria Street
- Provides direct connections to the managed lanes at I-270, I-225, and Peña Boulevard



MAP 1 Colorado Boulevard to Tower Road • Managed Lanes Option



Legend

- |                               |                              |                       |                |                     |
|-------------------------------|------------------------------|-----------------------|----------------|---------------------|
| Proposed highway and ramps    | Proposed sidewalk and median | General-purpose lanes | Striped buffer | Construction limits |
| Proposed street configuration | Existing Pavement            | Managed lanes         |                | Parcel boundaries   |

This exhibit is for informational purposes only and it may contain preliminary conclusions that may not necessarily be reflected in the final decision







Legend

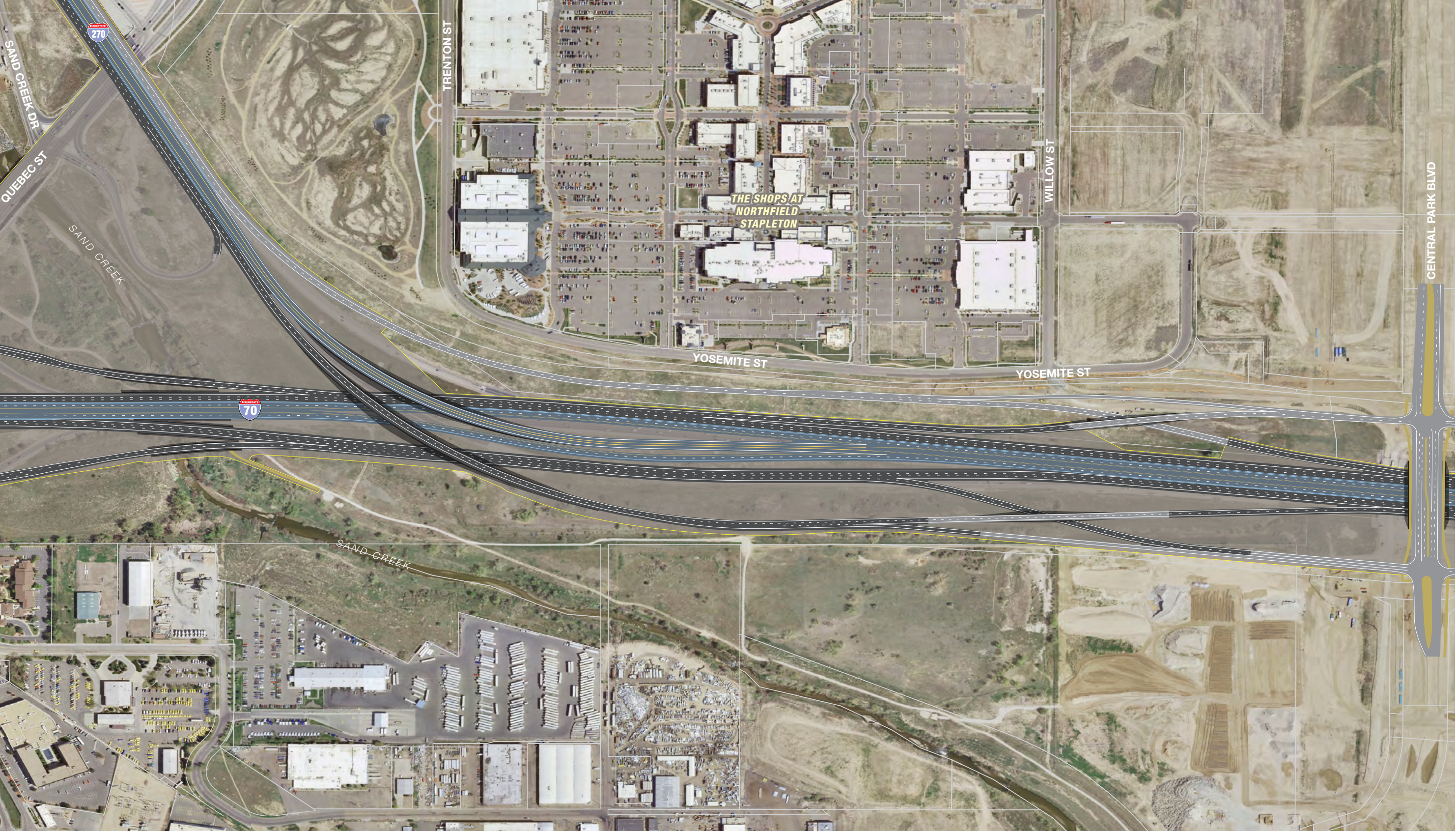
- |   |  |   |  |   |
|---|--|---|--|---|
|  Proposed highway and ramps    |  Proposed sidewalk and median |  General-purpose lanes |  Striped buffer |  Construction limits |
|  Proposed street configuration |  Existing Pavement            |  Managed lanes         |  |  Parcel boundaries   |

*This exhibit is for informational purposes only and it may contain preliminary conclusions that may not necessarily be reflected in the final decision*





MAP 3 Colorado Boulevard to Tower Road • Managed Lanes Option



Legend

Proposed highway and ramps	Proposed sidewalk and median	General-purpose lanes	Striped buffer	Construction limits
Proposed street configuration	Existing Pavement	Managed lanes		Parcel boundaries

This exhibit is for informational purposes only and it may contain preliminary conclusions that may not necessarily be reflected in the final decision



NOT TO SCALE





Legend

- |   |  |   |  |   |
|---|--|---|--|---|
|  Proposed highway and ramps    |  Proposed sidewalk and median |  General-purpose lanes |  Striped buffer |  Construction limits |
|  Proposed street configuration |  Existing Pavement            |  Managed lanes         |  |  Parcel boundaries   |

*This exhibit is for informational purposes only and it may contain preliminary conclusions that may not necessarily be reflected in the final decision*





MAP 5 Colorado Boulevard to Tower Road • Managed Lanes Option



Legend

- Proposed highway and ramps
- Proposed street configuration
- Proposed sidewalk and median
- Existing Pavement
- General-purpose lanes
- Managed lanes
- Striped buffer
- Construction limits
- Parcel boundaries

This exhibit is for informational purposes only and it may contain preliminary conclusions that may not necessarily be reflected in the final decision







Legend

- |   |  |   |  |   |
|---|--|---|--|---|
|  Proposed highway and ramps    |  Proposed sidewalk and median |  General-purpose lanes |  Striped buffer |  Construction limits |
|  Proposed street configuration |  Existing Pavement            |  Managed lanes         |  |  Parcel boundaries   |

*This exhibit is for informational purposes only and it may contain preliminary conclusions that may not necessarily be reflected in the final decision*







Legend

Proposed highway and ramps

Proposed street configuration

Proposed sidewalk and median

Existing Pavement

General-purpose lanes

Managed lanes

Striped buffer

Construction limits

Parcel boundaries

This exhibit is for informational purposes only and it may contain preliminary conclusions that may not necessarily be reflected in the final decision



NOT TO SCALE





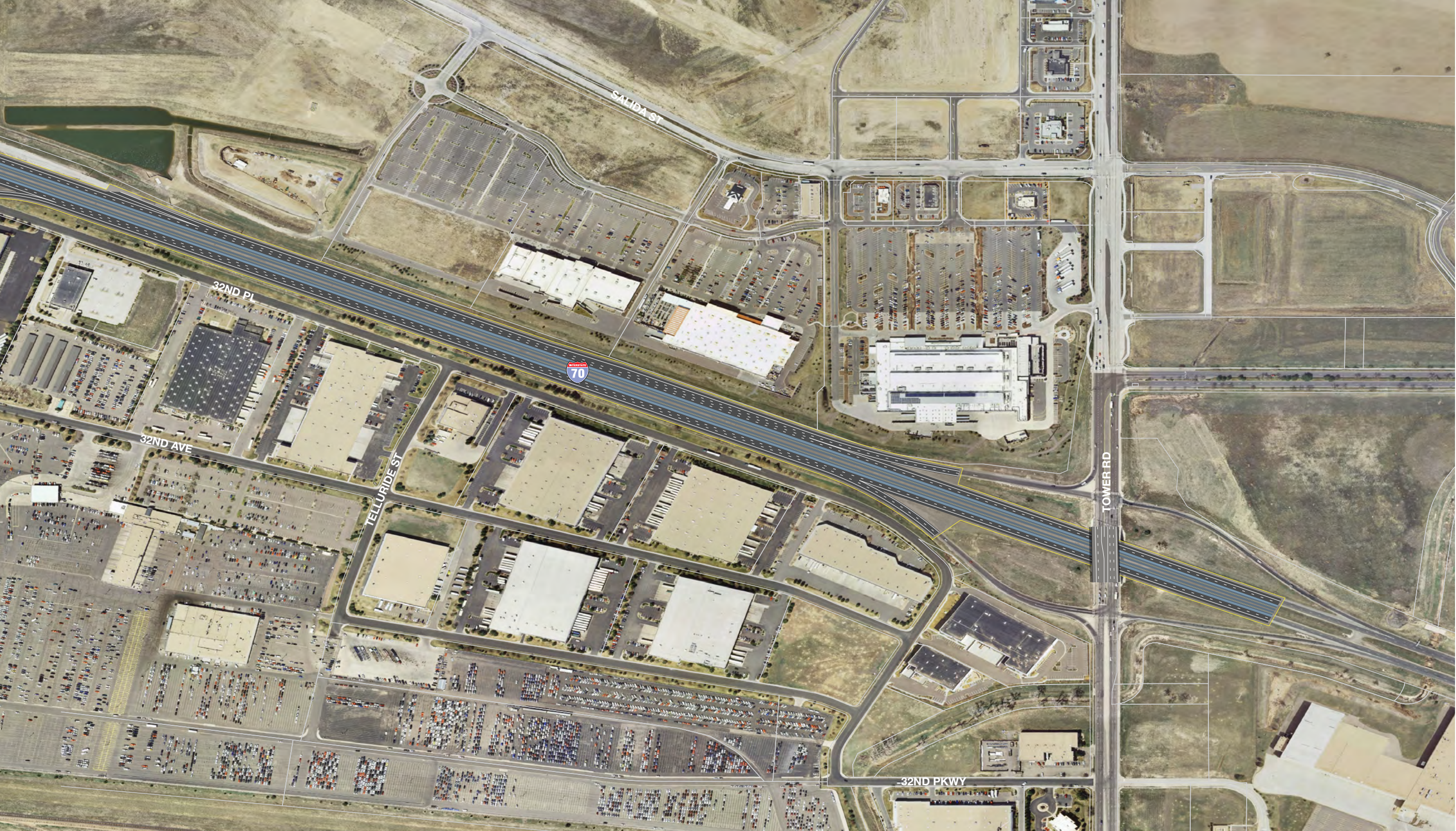
Legend

 Proposed highway and ramps	 Proposed sidewalk and median	 General-purpose lanes	 Striped buffer	 Construction limits
 Proposed street configuration	 Existing Pavement	 Managed lanes		 Parcel boundaries

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Legend

Proposed highway and ramps

Proposed street configuration

Proposed sidewalk and median

Existing Pavement

General-purpose lanes

Managed lanes

Striped buffer

Construction limits

Parcel boundaries

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# Drainage

All the alternatives include drainage improvements on the north side of I-70 to capture and convey the onsite water runoff. The Partial Cover Lowered Alternatives also includes an offsite drainage system south of I-70 to capture surface water before it enters the lowered section of the highway.



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## Offsite drainage for the Partial Cover Lowered Alternative south of I-70

Drainage system along the south side of I-70, south of the coliseum and through Globeville Landing Park discharging the offsite flows to the South Platte River



## Onsite drainage system north of I-70

Drainage system for the No-Action Alternative and the Build Alternatives discharging into the South Platte River north of I-70 near Riverside Cemetery

Legend

— Drainage

— Construction limits

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**ALTERNATIVE MAPS**

AUGUST 2014